

# Latitude 38

VOLUME 78, DECEMBER 1983

CIRCULATION: 33,000

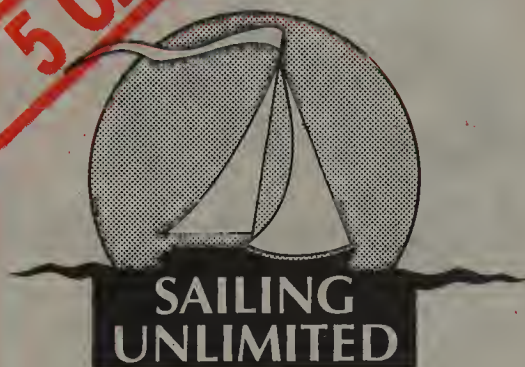
BULK RATE  
U.S. POSTAGE  
PAID  
SAN RAFAEL  
Permit No. 210





**5 OPENINGS**

# IF YOUR TAX SHELTER IS JUST AN INVESTMENT YOU'RE MISSING THE BOAT!



HAS FIVE OPENINGS IN ITS  
ACTIVE CHARTER PROGRAM.

ESTIMATED CHARTER  
INCOME:

**\$2000**

PER MONTH

**\$1400**

PER MONTH

**\$1400**

PER MONTH

**\$800**

PER MONTH

**\$600**

PER MONTH

## SAILBOAT SHOP

2639 BLANDING AVENUE  
ALAMEDA (415) 521-5900

AND

## TEAM UP!



HAVE THE BOATS  
TO FULFILL  
YOUR EXPECTATIONS!

### Norseman 447

THE ULTIMATE  
CHARTER YACHT

### Sabre 38

THE MERCEDES OF SAILING  
"GET THE EDGE"

### Cal 35

35-FT OF PURE  
SAILING PLEASURE

### O'Day 34

PERFORMANCE, COMFORT,  
QUALITY: ALL AT AN  
AFFORDABLE PRICE

### Cal 9.2

30-FT OF RON HOLLAND  
RACING PERFORMANCE  
AND CAL COMFORT



## GORMON & THOMSON, LTD.

1917 CLEMENT STREET  
ALAMEDA (415) 865-3662



# The Year of the Spinnaker



TWISTED\*

With one season on his main and jib, Don Wieneke decided that 1983 was the year to get a new spinnaker for "Twisted," his Ranger 23 . . . and he went on to win his class in YRA.

To hear him tell it:

"If you want to be first to Vallejo, just point the boat in that direction and set a Pineapple spinnaker!"

"We're known throughout the class for our spinnaker handling. The shape in the head and shoulders of our Pineapple triradial gives us superior control as well as speed."

"My Pineapple chute isn't a narrow sail and I can run faster or reach higher than anyone else in the fleet."

We couldn't have said it better ourselves.

FALL DISCOUNT NOW IN EFFECT

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda  
West Marine Products in Oakland • Boaters Supply in Redwood City



**SAILMAKERS**  
**(415) 444-4321**

\*Powered by Pineapples

**Richards and van Heeckeren**

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

## FINE YACHT REPAIR

Carpentry • Metalwork  
Painting • Rigging  
Cabinetry  
Good Rates • The Best Work

**Electrical Engineering & Installation**



### SANFORD-WOOD SHIPYARD

530 W. Cutting, Richmond, CA 94804

(415) 236-6633



## LEADING EDGE SAILS

Your Full Service Loft on the Peninsula

1125 North Amphlett  
San Mateo, California 94401  
*(Across 101 from Coyote Point)*

**FINEST IN CUSTOM RACING  
AND CRUISING SAILS**

Boat Storage Available —  
**(415) 347-0795**

**Call Steve Toschi  
For Sails**

# SELLING OR CHANGING BOATS?



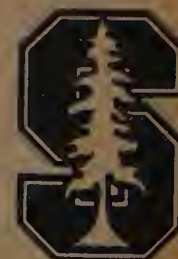
The Stanford University Sailing Program is seeking power and sail boats (over 20-feet) for its instructional, recreational and competitive programs.

The DONATION or bargain sale of your boat is fully TAX DEDUCTIBLE and can provide immediate cash for you. While some boats can be used by our 1,000 eager sailors, others will be sold to build our planned year-round open-water sailing facility.

All donations will be handled in a timely and efficient fashion. You will be surprised how attractive donating your boat to Stanford can be.

*For More Information Please Contact:*  
**Joe Petrucci — Director of Sailing**  
**(415) 497-9494**

Marine Development Office  
Roble Gymnasium, Stanford University  
Stanford, California 94305





**A STAR  
IS BORN  
FARR 10<sup>20</sup>**



★ BORN IN NEW ZEALAND.  
★ DEBUTING IN  
SAN FRANCISCO MID-WINTERS.  
★ A ONE-DESIGN RACER/CRUISER  
DESTINED FOR STARDOM.  
★ A LUXURY CRUISER  
THAT HAPPENS TO  
GO LIKE HELL.

★ 2nd to Finish 1st  
Golden Gate Mid-Winter Race

★ The Hit of the Long Beach  
International Boat Show  
"Best of Show"

★ The envy of Santana,  
Olson, Hobie, and J-Boat owners

*Before you make a decision  
to buy a boat, you owe it to  
yourself, your crew and  
your family to see the*

**FARR 10<sup>20</sup>**

One-design class now forming.  
The first six boats — \$74,800 with 5 bags of mylar  
sails, race ready, refrigerator/freezer, plush interior,  
cruise ready.

#### SELECTED BROKERAGE

19' Lighting, '58.....\$3,850	24' Custom sloop, '40, wood.....3,950	27' Newport, '76.....18,500	33' Ranger, '74.....47,500
20' Cal, '66.....4,750	24' Yankee Dolphin, '71....2 from 11,500	27' Cheoy Lee OS, '64&'72...2 from 23,000	34' Cal 3-34, '78.....45,900
20' Flicka, '81.....29,900	24' Wylie Wabbit, '82.....8,000	28' Columbia, '73.....19,500	35' Steel ketch, '71.....30,000
21' Wood sloop, '63.....3,800	24' Emerson, '40, WD.....3,950	28 + Ericson, '83.....45,000	35' Bandhelm.....76,750
21' Islander, '65.....4,500	24' Venture, '71.....4,900	28' Islander, '81.....41,950	35' Fuji, '75.....79,500
22' Venture, '71.....4,500	25' Cal, '71.....8,500	28' Hawkfarm, '76.....26,000	36' Yamaha, '80.....99,500
22' Tanzer, '72.....6,500	25' Cal 2-25, '80.....25,500	29' Cal, '74.....29,500	36' Columbia, '68 to '73.....39,500
22' O'Day w/trlr, '72.....6,500	25' Coronado, '67.....7,900	30' Islander MKII, '71.....26,500	36' S2 11, OA, '79.....67,500
22' Catalina, '72.....6,500	25' Yamaha, '78.....26,500	30' Pearson, '78.....34,950	38' C&C, '79.....80,000
22' Columbia, '68.....6,500	26' Ariel, '65.....17,500	30' Lancer, '80.....42,000	39' Cal, '71.....76,500
22' Santana, '68.....5,500	26' S-2, '78.....Offers	31' Pearson, '78.....44,950	40' Caulkins, '63.....43,000
23' Mark, '77.....15,000	27' Cal 2-27, '75 to '78....4 from 25,000	32' Vanguard, '63 to '65....29,000	40' Valiant, '77.....125,000
23' Ranger, '76.....14,000	27' Catalina, '71 to '80....4 from 15,850	32' Traveller, '76 to '78....69,900	46' Morgan, '79.....179,000
23' O'Day, '78.....Offers	27' Ericson, '76&'78.....2 from 23,750	32' Marleholm, '74.....44,500	47' Vagabond, '73.....150,000
24' Islander Bahama w/trlr, '69.....8,500	27' US, '83.....32,000	32' Targa, '78.....51,000	
24' Nightingale, '76.....16,950	27' O'Day, '77&'78.....2 from 26,000	33' Windwood, '47.....15,000	



We guarantee — or with every new and used boat we sell.  
Authorized Dealers for:

Mason 43, Norseman 447, Cal Boats 25, 31, 35 & 39,  
The Globe 38, Sabre Yachts 28, 30, 34 & 38, Farr 34' 1920  
O'Day 28, 30, 34, 39, Sceptre 41, Tollycraft 25' to 61'

**GORMAN & THOMSON, LTD.**

1917 Clement St., Alameda (by Sverdsen's Boat Yard) (415) 865-3662

Bill Gorman, Chuck Thomson, Jack Meagher, Tom Hieronymus, John Poulsen and Rich Grosby

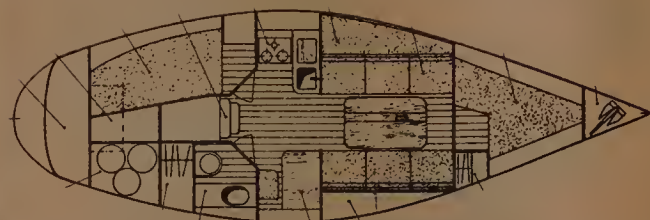




The **FIRST SERIES** should be your **FIRST** choice for competitive racing, charter placement, and fast, comfortable cruising.



## FIRST 32

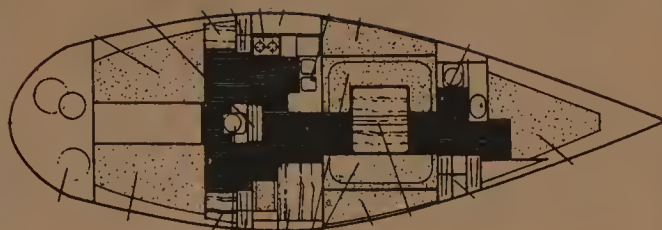


Designed by Jean Berret

PHRF 132

The ideal family racer-cruiser. The racing yachtsman will love her fast hull and convenient deck plan. The whole family will love the comfortable saloon, two double, private cabins and convenient galley. Standard equipment includes 3 sails, Yanmar diesel, Goyot hardware, propane stove & more.

## FIRST 38



PHRF 110

Designed by Jean Berret

The deck plan benefits from the experience Beneteau has acquired in ocean racing. Quality fittings are the trademark of Beneteau. The First 38 is the ideal choice for charter with two double, private cabins aft, with adjoining head, large forward double, spacious galley, saloon and forward head. Standard equipment includes 4 sails, Perkins diesel, Lewmar and Goyot hardware, propane stove, refrigeration & more.



The FIRST 32 and FIRST 38 arrive mid December.

BENETEAU FIRST SERIES 28, 30, 32, 35, 38, 42 & 456

PASSPORT · 40 · 42 · 42 Pilothouse · 47 Aft or Center Cockpit · 51 Aft or Center Cockpit



# PASSAGE YACHTS

Your Performance Cruising Center

1220 Brickyard Cove Rd. Pt. Richmond, CA 94801

(415) 236-2633



# CONTENTS

15	subscription
37	calendar
41	letters
85	loose lips
92	sightings
110	bar pilots
114	cabo race '83
124	berkeley plan
131	wizard of ozma
134	speed board
137	cruising medical kit
140	rudder won't
144	boat baby
148	max ebb
152	equatorial challenger
156	mora winners
158	sbra winners
160	interview: pardeys
172	brisbane and benicia
174	the racing sheet
180	changes in latitudes
191	classy classifieds
200	advertiser's index
200	brokerage

COVER PHOTO: HUNTER WHITE  
 "Flying High"  
 Graphic Design: K. Bengtsson  
 Copyright 1983 Latitude 38 Publishing Co., Inc.

## QUEST FOR SAIL ...

Let us join Dottie and Harry Whitehull in their **Quest For Sail** ...



**Dottie:** I'm tired of looking at boats! We've just come from Flog Off Yacht Sales where they tried to sell us 5 different boats that "were exactly what we need."

**Harry:** And the guy at the other place had 4 boats that were "such a deal." I'm even more confused than ever.

**Ted:** Why don't you come in and we'll sit down and talk about what **you** want.



**Ted:** As we talk, I'm getting a good picture of what you want and need. But we still have to consider budget and a few other things.

**Dottie:** This is wonderful! You're the first person who has taken the time to analyze our wants and take an interest in finding a boat to fit those, not what you want to sell.

**Ted:** That's my job. I'll show you a couple of boats at the dock that fit your boat profile. I'll also check our computerized brokerage and multiple listing service to find your proper yacht. Once we find it, I'll take care of all the details from financing to delivery.



Will Ted Bumer find Harry and Dottie their Proper Yacht?  
 Will Ted provide good service or only good lip service?  
 Tune in next month for the continuation of **Quest For Sail** ...

**PASSAGE YACHTS**  
 POINT RICHMOND (415) 236-2633





# PASSAGE YACHTS



**Freya 39 1978**—The yacht "Golden Egg" is available at a price substantially below replacement value. The Freya is a proven globetrotter and has won prestigious races such as the singlehanded Transpac and 3 consecutive Sydney to Hobart races. Fully equipped with Radar, Weather Fax, Spinnaker gear and 6 sails, this Freya is ready to go. **\$115,000**



**46' Morgan 1979**—Extensively outfitted for off-shore cruising. Trimble Loran "C", Sat-Nav, Radar 24 Mile, Stevens SSB, Avon 6 man life raft, and Avon Dink with outboard is just a partial list of her equipment. At our docks, come aboard for a close inspection. Seriously for sale. **\$172,500**



**Gulf Star 37**—An exceptional craft that has been lavished with TLC. Equipment and upgrading of this vessel is not only practical but is properly executed. New tanbark sails, roller furling, Loran C autopilot, Nav 5 system, etc. She is Bristol and a must see. **\$85,000**

**A SPECIAL SEASON—  
A SPECIAL OFFER  
FOR USED BOAT BUYERS**

Purchase your used boat through Passage Yachts. You'll receive a special marine gift for your boat or yourself. Choose among items such as foul-weather gear, deck shoes, flare kit, one month's berthing, yachting apparel, life vests, etc.

Any of our professionals can help you. See ED, JACK, DEBBIE, or BEN. *Special promotion valid through February 15. Bring in a copy of this ad.*



**43' Endeavor 1979**—A roller furling main, roller furling genoa and mizzen simplify sail handling aboard this American-built cruiser. She has sailed the East Coast and Gulf. Enjoy spacious liveaboard accommodations with 6'6" headroom and three cabins. Equipped with a stand-up refrigerator-freezer, combi, autopilot, five sails and life raft. **\$149,500**



**31' Mariner 1970**—Excellent example of Far East craftsmanship. Full keel, ketch rig. Equipped with Bendix autopilot, Perkins diesel, pressure water, Avon inflatable, knotmeter, windpoint, windspeed, recording depth, VHF, RDF, 2 mains, 170% roller furling, genoa, 100% jib, spinnaker, mizzen staysail, mizzen, generator, refrigerator & more. **\$45,000**

## 1220 BRICKYARD COVE ROAD



# FEATURED BROKERAGE

## FROM YOUR PERFORMANCE CRUISING CENTER

### CHRISTMAS LIST

23' RANGER, 1976, cruised in Bay, very clean .....	13,250
23' VASHON POCKET CRUISER, 1980, Inside steering ..	24,900
23' RANGER, 1976, Race rigged .....	12,850
* 25' SANTANA 525, 1978, Race Equipped .....	16,500
* 25' O'DAY, 1978, Family Sailer .....	17,500
26' PEARSON 26, 1975, Nice family cruiser .....	13,500
26' PEARSON ARIEL, 1965, Good starter boat .....	13,000
26' INTERNATIONAL FOLKBOAT, 1969, Aries .....	16,500
26' INTERNATIONAL FOLKBOAT, 1972, Diesel .....	24,500
26' PEARSON ARIEL, 1966, Total refit + cruise gear .....	18,500
* 27' ERICSON, 1978, Very clean, owner transfer .....	28,500
* 27' SUN 27 PERRY, 1977, Design built in U.S., clean .....	23,000
27' CATALINA, 1973, Sharp, very clean, hard to find .....	16,750
27' CATALINA, 1971, Custom Features .....	17,000
* 27' COLUMBIA, 1978, 8.3 inboard, very clean .....	28,500
27' C&C, 1981, Take over charter lease .....	47,500
27' O'DAY, 1976, clean and sharp .....	22,500
27' ROYAL VIKING SLOOP, 1963, Wood beauty .....	15,000
28' O'DAY 28, 1979, Wheel Steering, Diesel .....	32,500
* 28' COLUMBIA 28, 1967, Good Cruiser, clean, inboard .....	13,750
* 28' CAL, 1967, In our harbour, make offer .....	16,500
* 28' ISLANDER, 1977, Race equipped .....	34,000
* 28' HAWKFARM, 1978, Reduced .....	26,500
* 29' CAL 2-29, 1975, Diesel, Wheel, RI, Furling, reduced ..	30,750
* 30' PEARSON DODGER, 1973, Auto Pilot .....	29,950
30' HUNTER 30, 1978, Wheel, Diesel, like new .....	31,950
* 30' CONTEST, 1970, Dutch Built .....	24,500
* 30' SANTANA, 1976, Diesel, New Paint, Loran .....	38,500
30' CATALINA, 1981, Diesel .....	37,500
30' ISLANDER MKII, 1971, Spin. Gear, Dodger .....	26,500
* 31' MARINER, 1970, Full Keel Ketch .....	45,000
* 31' CAL 31, 1979, Sharp with Good Gear .....	49,000
* 31' MARIAH 31, 1978, Blue water vessel .....	68,000
32' PEARSON VANGUARD, 1963, New hull paint, clean ..	30,000
32' VANGUARD, 1965, Proven Cruiser .....	35,000
* 32' ISLANDER, 1977, Custom Features .....	53,950
33' CHEOY LEE CLIPPER KETCH, 1979, Loaded .....	66,700
* 33' YAMAHA 33, 1979, As new, stiff Bay sailer .....	51,000
* 33' TARTEN 10, 1979 .....	37,000
34' WYLE 34, 1980, Race equipped, Loran C .....	65,000
34' PETERSON 34, 1980, Stiff Racer/Cruiser .....	69,950
35' FANTASIA, 1979, Cruise Ready .....	84,000
35' ERICSON 35, 1975, 7 sails, new interior cushions ..	49,950
35' ERICSON 35, 1976, Spinnaker Gear, Hull LPU .....	55,000
* 35' C&C 35 MKII, 1974, Race Ready, Loran C .....	67,500
36' PEARSON, 1973, Ocean Ready, life raft .....	61,000
37' RAFIKI, 1980, Loran C, Sat Nav, S.F. berth .....	92,000
37' GULFSTAR 37, 1978, Cruise Equipped Tan Bark Sails ..	85,000
37' ENDEAVOUR, 1982, A beauty .....	89,700
38' C&C, 1977, Race Ready, 18 bags, hydraulics, asking ..	79,000
* 39' CAL, 1971, Ocean Cruiser-Wind Vane .....	70,000/OFFERS
39' FREYA 39, 1978, Radar, Weather FAX, new diesel ..	115,000
39' "LOKI" YAWL, 1953, Total recondition .....	120,000
40' STADEL KETCH, 1967, ex-Mexico vet, ready now ..	69,500
40' C&C, 1979, Perfect condition .....	129,500
40' C&C 40, 1979, Custom Signet 4000, 10 Sails .....	105,000
40' KETTENBERG, 1961, Wood, South Pacific Veteran ..	45,000
41' MORGAN, 1974, Outisland Absolutely BRISTOL ..	89,900
* 41' OVERSEAS 41, 1975, Ketch, Cruise ready .....	69,000
* 42' PASSPORT 42, 1980, Perfect condition .....	127,000
43' ENDEAVOUR, 1979, Center cockpit ketch .....	149,000
43' PORTOBELLO KETCH, 1964 .....	99,000
44' PETERSON 44, 1974 .....	117,500
45' CSTM NEW ZEALAND KETCH, 1974 .....	135,000
* 46' MORGAN, 1979, Ketch Cruise equipped .....	172,500

ED MILANO, BROKER

\* Located at Brickyard Cove

**New Listings Invited**



*Sistership*

**Pearson 30 1973**—A very well maintained one-owner boat. Custom dodger, autohelm pilot w/wind sensor, clock and barometer, dual batteries, cockpit awning, MOB pole w/horseshoe and drouge. Main with jiffy reef, 130%, 170%. Partial list. Call for details. **\$29,950**



**30' Catalina**—As new and fully equipped. VHF, Wind speed, Knotmeter, Depthsounder with alarm, Spinnaker gear, Diesel, Wheel, Hot and Cold pressure water, Safety gear, Main/w 2 Reefs, 110% jib and spinnaker. She's a beauty. Located at our dock. **\$37,500**



**HAWKFARM 28 1978**—Exciting one design and excellent choice for singlehanded and MORA racing. Equipment includes VHF, knotmeter, depth, windspeed, windpoint, trim indicator, 5 spinners, 2 mains, 4 headsails, LPU paint and new race bottom. Diesel recently rebuilt. The Hawkfarm is a soundly built, fun raceboat that offers exceptional room and comfort below decks. **\$26,500 reduced**

**PT. RICHMOND 415/236-2633**





#### RANGER 28

One of the finest 28s on the Bay. Sail inventory incl main, 110 & 135 genoas, tri-radial spinnaker, spinnaker pole. Mid-winters are coming, be ready. **\$32,000**



#### CAL 29

Farymann diesel aux., VHF, fatho, wind inst., CNG stove, 4 mains, 6 head sails, 5 spinnakers, 2 staysails. **\$36,000**



#### RAWSON 30

'71, Volvo aux., alcohol stove, 2 anchors, whisker pole, boom vang, Delta canvas cover, wind scoop, main, genoa, 110 lapper, working jib, storm jib. **\$33,900**



ISLANDER 30 Palmer auxiliary, roller furling 110% jib, wheel steering, sail covers and much more. Please call for free list on gear. **AT \$29,500.**



**Lowrie Yacht Harbor**  
**40 Point San Pedro Road**  
**San Rafael, CA 94901**  
**(415) 454-7595**



#### 31 SEA EAGLE

Custom cruiser thru-out. Double berth in private stateroom, full galley, H/C press water, VHF, RDF, 4 sails. Must see. **\$58,900**



#### 32 ERICSON

Blt 72, Atomic 4 aux., VHF, fatho, auto battery chrg, New interior, New main, 2 jibs, whisker pole, New winches **\$35,500**



#### MARINER 35 KETCH

64 model with Perkins diesel aux. VHF, fatho, shore power, full galley, CQR & Danforth anchors; std sails. Ideal liveaboard or cruiser. **\$42,500**



#### FISHER 37 KETCH

We have two to choose from. One with autopilot, both have been maintained in new boat condition. Call us for full details and mail out spec sheets. **from \$122,000**



#### 41 C T YANKEE CLIPPER KETCH

Glass hull, Perkins diesel, 3KW generator, VHF, fathometer, RDF, windlass, 2 anchors, wind instruments, 5 sails, h/c press water, electric refer and more. **ASK \$74,000.00**



**Exclusive Northern California**  
**Representatives of the FISHER Range**



WESTSAIL 43 KETCH center cockpit, built '76, Onan gen., Adler-Barber refer, man/pres. wtr., Intec scanner VHF, Benmar ADF, radar, Datamarine dig. instruments, HD windlass, 2 anchors, full roller sys. for each sail, Barient self-tailing winches, Whiskerpoles (2), boomgallows, & too much more to list. **PLEASE CALL. PRICED AT \$145,000.**

## QUALITY LISTINGS NEEDED

*Let us feature your yacht next month.*  
*We have 20 front row slips available for outstanding brokerage yachts.*



## Hans Christian 38 Mark II

This is another beautiful yacht from the Hans Christian line, also designed by H. S. Ives. Utilizing the classic Hans Christian 38' dimensions, the Mark II features a dramatically designed interior, offering two wide double bunks and an easily functional galley and dining area. As in all Hans Christian yachts, the Mark II offers only the finest in cruising pleasures. But don't think cruising is all a Hans Christian has to offer. If you chose to, you can race these yachts and win! As evidenced by last month's Oakland to Catalina Race. Sixteen yachts were entered, two were Hans Christians. First Place: the Hans Christian 38 "Dejavu," Second Place: the Hans Christian 43 "Veuve Clicquot."

For cruising comfort and performance, Hans Christian is always the winner!



### SAIL BROKERAGE LIST

20' Mariahelm	10,950
22' Santana	5,950
22' Pyramid	6,950
24' Farr	14,500
24' Moore	16,500
24' San Juan	17,500
25' Bahama	10,950
25' Ericson w/ trailer	15,500
25' Smith full race	15,500
25' Columbia 7.6	17,500
25' Pacific Seacraft	from 19,500
25' Merit — race ready	21,000
26' Clipper Marine PH	10,000
26' Ranger	14,500
26' Multi Pocket Cruiser	22,000
27' Bristol	13,950
27' Santa Cruz — proven win.	21,950
27' Vega	from 24,950
27' Morgan	25,000
27' Cheoy Lee Offshore	From 26,500
27' US	From 29,500
27' Cape Dory	29,950
27' Nor Sea	41,500
27' Orion	44,500
28' H-28	24,900
28' Spirit	39,500
28' Cape Dory	35,900
28' Islander	38,500
29' Trintella	from 29,950
30' Islander	18,500
30' Odysey	25,000
30' Catalina	35,000
30' Cal	24,950
30' Rawson	from 23,950
30' Olsen	30,000
30' Hunter	from 31,500
30' Pearson	37,500
30' D'Day	from 43,500
30' Wilderness	offers
30' Bristol 29.9	54,900
30' Fisher Pilot House	63,500
31' Golden Hind	35,000
31' Angliaman Ketch	37,500
31' Independence	from 49,500
31' Herreshoff Cat Ketch	54,900
31' Sea Eagle	55,000
32' Ericson	32,900
32' Aries	39,500
32' Westsail	from 45,000
32' Nantucket Clipper	46,500
32' Southwind	49,500
32' Traveler	from 54,500
32' Islander	54,500
32' Pearson 322	59,950
33' Vanguard	29,500
34' Islander	53,000
34' Sea Spirit	45,000
34' Peterson	69,950
35' Ericson	from 44,500
35' Rasmus	68,500
35' Yorktown C.C.	69,500
35' Fantasia	84,000
35' U.S. Pilothouse	85,950
36' Alden	59,950
36' Freeport Islander	109,995
36' Farallon Clipper	46,000
38' Concubin	88,000
38' Alajuela	107,000
38' Globe	109,000
38' Hans Christian Trad.	from 119,995
39' Hans Christ'n Pilot House	149,000
40' Custom Wood	25,000



21' Freedom. A truly exciting racing / cruising one design. Single hand the spinnaker or race w/ a novice. All sail handling is done from the cockpit. Come see this exciting new design and go for a demo sail.



27' Nor Sea. A rare find. Center cockpit and cruise equipped. Just returned from 2 yrs. in Pac. Northwest. Comfortable and rugged blue water sailor. Call Mike.



32' Freedom. Hottest new design on the market. Cat rig w/ wishbone jib, and Hoyt gun mount spin. Large aft stateroom w/ handsomely finished teak interior. Ease of handling makes for exciting sailing. Call today for details.



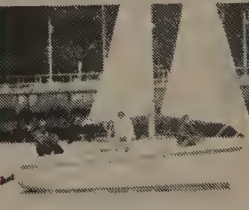
38' Globe PH. Owner anxious to move this prestigious and comfortable Colin Archer type cruiser. A yacht for the discriminating sailor. Asking \$109,000 — submit all offers. See Dave.



27' Cape Dory. Rugged Carl Alberg cruising design with excellent sailing performance, comfortable motion, stiffness and crew security. Great for bay, coastal and bluewater sailing. Contact Chet. \$29,950.



30' Pearson. You must see the customized teak interior on this highly maintained yacht. A good comfortable sailor w/ liveaboard amenities. Call Joyce. \$37,500.



35' Ericson. A single handers delight that's been maintained in beautiful condition. This yacht is a must see. Ask for Dave.



Westsail 32' A yacht for living aboard and world cruising in comfort and style. We've two ready to go, starting at only \$45,000. A must see at our docks. Ask for Gary



27' Fin Gal. Rugged and compact passage maker. Original owner sailed from Sweden. Great day sailer and coastal cruiser. Excellent condition. Call Peter for details. \$15,500.



30' Rawson. An exceptionally clean and well maintained blue water cruiser with considerable inventory. This yacht is ready for warmer climates and steady breezes. Asking \$28,000. See Dave.



35' U.S. Spacious pilothouse w/ dual steering stations. All the extras and amenities, perfect liveaboard plus great sailor. Must sell situation, submit all offers. Contact Gary. \$85,950.



50' Gulfstar. Traditional Gulfstar craftsmanship. This yacht is waiting to depart on your dream cruise. Excellent condition and well equipped. Call Mike for appt. \$189,950.

### SAIL BROKERAGE LIST

40' Rhodes	48,500
40' Challenger	83,000
40' Cheoy Lee Offshore Yawl	89,500
40' P.J. Standfast	from 90,000
41' Bennett Ketch	36,000
41' Morgan	from 104,900
41' Freeport Islander	139,900
42' U.S. Pilothouse	129,900
43' Hans Christian Trad.	from 120,000
44' Hansa Pilothouse	189,950
44' LaFitte	217,000
45' Columbia MS	106,000
45' New Zealand Ketch	135,000
46' Kelly Peterson new demo	175,000
47' Vagabond	149,950
48' Maple Leaf	225,000
50' Gulfstar	189,950
54' Sampson Ferro cement	72,000
54' Cust. Schooner Fisher	350,000

### POWER BROKERAGE LIST

24' Vashon	\$24,950
32' Pacemaker	29,000
34' Chris Sedan	16,500
34' Fiberform	63,000
37' California	79,000
42' Matthews Tri-Cabin	52,500
45' Stephens 1928 Classic	38,000
48' Monk Comm. Fish	135,000
57' Chris Craft MY	167,000
60' Custom Aluminum MY	360,000
65' Custom Charter	300,000
84' Feadship	750,000

### RACERS & CRUISER / RACERS

33' Graham & Schlageter 3/4-ton	
'8AO MOON RISING'	86,000
37' Custom King 2-tonner	
'AGGRESSIVE II'	100,000
37' Graham & Schlageter 1-ton	
'WIND ISLE'	78,900
40' North American 40	
'SHAMROCK'	99,000
40' New York 40	
'INDIAN SUMMER'	120,000
40' Holland 2-tonner	
'MATRIARCH ex AGAPE'	135,000
40' Custom Ericson Flush Deck	
'MADCAP'	79,000
41' Carter 2-ton Sloop	
'SABER'	125,000
43' Peterson	
'CHAPPARAL'	155,000
44' Swan 441	
'8AT'	225,000
46' Tartan	
'YAHOD'	155,000
46' Frers	
'ARIETO'	175,000
46' Custom Holland Admirals Copper	
'ARIES'	190,000
47' Dubois	
'DYNAMO'	265,000
53' Frers	
'ENCOUNTER'	360,000
57' Swan	
'OLIGENCE'	340,000
65' Swan Ketch	360,000

REPRESENTATIVES FOR

Hans Christian Yachts • Pacific Seacraft



Vindö

• Hans Christian • Flicka • Crealock • Orion • Covery Dory • BB 10mm • Hot Foot • Vindo

ELITE 37

# Cruising World Yachts

2415 Mariner Square Drive, Alameda (415) 521-1929



# Boaters Supply

## HEATER HEADQUARTERS

**WE HAVE THE BEST SELECTION & PRICES IN THE BAY AREA**

*WE STOCK A COMPLETE SUPPLY OF FLUE PIPE & SMOKE HEADS TO FIT MOST HEATERS & STOVES*



### **HI-DIESEL HEATER**

**NEW!!** Vaporizing burner requires only 3 min. start-up to full heat output. Requires no electricity! Stainless steel construction, natural draft, 10500 b.t.u. output, new burner control has precision jewelled metering valve with internal pressure regulator and integral fuel filter. 3" dia. flue. MODEL 100C-8.

**Boaters: \$419.00**



### **FORCE COZY CABIN HEATER**

Stainless steel, brass & bronze const., 9000 b.t.u. output, burns kero. or diesel, vented dry heat, includes raincap. List: \$225.00

**Boaters \$195.00**

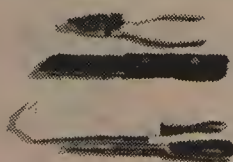
### **BRASS CLOCKS AND INSTRUMENTS**



CHELSEA, MAXIMUM, SETH THOMAS, VETUS, WEEMS & PLATH

**ON SALE!**

**SAVE 15 to 33%**  
prices from \$36.50

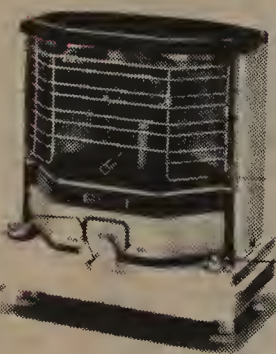


### **YACHTING KNIVES**

Top quality, English made, S/S blades, rosewood handle w/brass rivets & genuine leather sheath.

model	list	sale
529 Basic kit (w/o pliers)	24.00	<b>\$19.95</b>
539 Deluxe kit (shown)	32.00	<b>\$25.95</b>

### **PORTABLE KEROSENE HEATER**



8600 b.t.u. radiant heat. Auto-ignition, and two-stage burner assures complete, odor-free combustion. Automatic safety shut-off.

**BOATERS PRICE:**  
**\$99.00**



### **KEROSENE CABIN LAMPS**

Solid brass, Dutch craftsmanship.

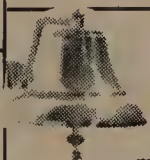
**Sale Prices Start at \$29.95**

### **TRAWLER LAMP**

List: \$92.00 **SALE \$77.95**

**FREE!**

quart of lamp oil with purchase of any cabin lamp this month!



### **SHIPS BELLS**

Heavy cast, polished brass. The quality & tone's without equal.

model	size	mtg. bracket	sale
703	6" dia.	fixed	<b>\$19.95</b>
704	7" dia.	removeable	<b>\$22.95</b>
704A		extra bracket	<b>\$3.95</b>



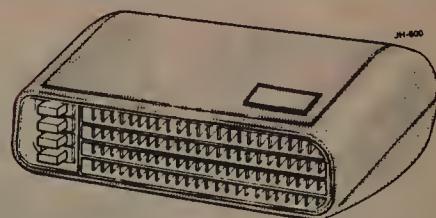
### **STORM KING BINOCULARS**

This superb 7x50 marine officers glass is nitrogen filled & immersion-tested waterproof. The monoblock body's rubber armored for rugged use & shock resistance. *Features:* slotted prisms of cnt-pot Barium Crown glass; hard magenta coating on all air to glass surfaces; unique UV coating on objective lenses; retractable rubber eyecups; lifetime warranty. Incl. rain guard, neck strap. Model 717A

List: 370.00

**SALE \$249.00**

### **INTERMATIC Heatwave**



Compact forced air instant electric heater. Push-button control for hot, warm or fan only. 1500 watt/5120 b.t.u. output. Adjustable thermostat, safety shut-off and housing. MODEL JH-600.

List: \$51.95

**Boaters \$41.95**

### **SHIPMATE**

#### **Kerosene Cabin Heater**

Compact, self-contained, S/S heater includes: 1/2 gal. fuel tank with pump & gauge; exhaust stack & cap; fully insulated mounting plate. Especially suitable if space is a problem — no extra parts are required. Model 701CH

**Close-Out \$279.00**



**DM-5**

### **SR MARINER**

Rated "outstanding" by Skipper Electronics for "consistent use of high quality electronic components." We rate SR MARINER the best value in sail & power boat instruments. The new DM-5 Depthmeter is an excellent example of their quality and features: Highly accurate 2-60 ft range; non-corroding ABS case w/anti-fog lens; built-in adjustable LED alarm; keel offset adjustment & gain control. Incl. flush, retractable transducer.

List: 250.00

**SALE \$188**

**DA-1 REMOTE AUDIBLE ALARM MODULE**  
List: 40.00 **SALE \$29.00**



# HOLIDAY SEASON SPECIALS

PRICES GOOD THRU 12/31/83

## SEABAGS

These heavy-duty canvas & nylon bags were designed for the active boater and traveller.



### THE ATHELETE

This unique sports bag features 2 roomy pockets, 1 for all your gear & a 2nd "wet" pocket for soiled or wet garments. Includes accessory end pocket & rolled, padded handles. Measures 19"x11".

Colors: Natural/Blue, Taupe/Red, Taupe/Blue  
Mdl. JCP4 List 19.95 **SALE \$17.50**

### THE SUPER SPORT

This deluxe sports bag has pig-skin trim on the handles & stress points for reinforcement. Features also include a zipper end pocket, a gusseted end pocket & detachable shoulder strap. Measures 24"x12".

Colors: Navy/Taupe

Mdl FT827 List: 28.50 **SALE \$21.50**

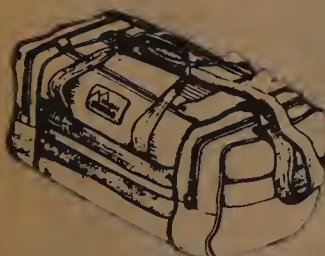


### THREE RIVERS

An Ideal Bag for the Active Person. DuPont Cordura® nylon with super K-Kote waterproofing. Dual zipper top flap affords easy loading. Foam-padded bottom for added protection. 2 zippered pockets plus an additional velcro pocket. Detachable shoulder strap. Measures: 11"x11"x19".

Colors: Burgundy, Navy, Black

Mdl HS19 List: 39.75 **SALE \$29.95**



### BOSUN'S WHISTLE

Traditional English design done in polished brass & copper. Mdl 4903

List: 9.50 **SALE \$7.95**



### DELUXE BOSUN'S CHAIR

Blue acrilan, expandable pockets, padded plywood seat, internal nylon webbing takes full load on welded S/S lifting D-rings.

**SALE \$39.95**



### Sailing CALENDAR

Beautiful 4-color poster-photograph printed on enamel paper & spiral bound. Exciting monthly sailing scenes w/space for daily notations. 22"x17 3/4".

**CHRISTMAS SPECIAL: \$10.95**

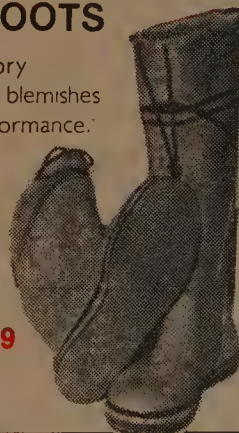
## LATE ARRIVALS!

### ELVSTROM STYLE DECK BOOTS

Super buy on factory seconds. Cosmetic blemishes will not affect performance.

Sizes limited.

**Special: \$14.89 per pair**



## chuck roast

### BUNTING

Versatile PolarFleece® Bunting is 100% polyester for maximum insulation & water resistance. It is soft, warm & dries while wearing. Jacket & vest have H-D 2-way zipper, high collar & hug pockets. Pants have elasticized waist & zippers on leg cuffs.

Gray, Navy or Burgundy in XS, S, M, L & XL



Jacket

List \$58.00

**Sale \$49.70**

Pants or Vest

List \$37.50

**Sale \$34.95**

### BLUE WATER PILE

CHUCK ROAST Pilewear is 100% polyester hollow fibers for maximum warmth with minimum bulk.

### BLUE WATER WATCH CAP

Modern version of the sea-going classic with a long cuff for extra warmth.

S, M, L in Navy Blue

**SALE \$6.95**

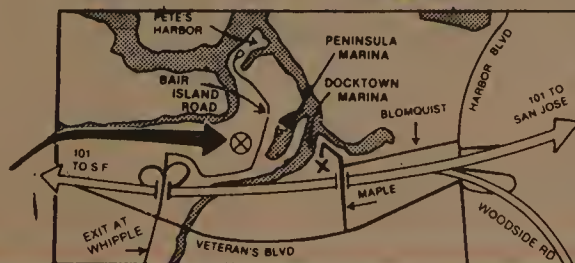


### "LOPSIDERS" BOOTIES

Great as boot liners or lounging socks. Double thick soles & outside seams for maximum warmth & comfort. Sizes XS to XL in Navy Blue. List: \$15.10

**SALE \$13.95**

All of our CHUCK ROAST products are machine washable and carry a 100% customer satisfaction guarantee!



## NEW WINTER HOURS

MON, TUE, WED, FRI, SAT 9-5  
THUR 9-8, SUN 10-4

(415)  
**365-7874**

# Boaters Supply

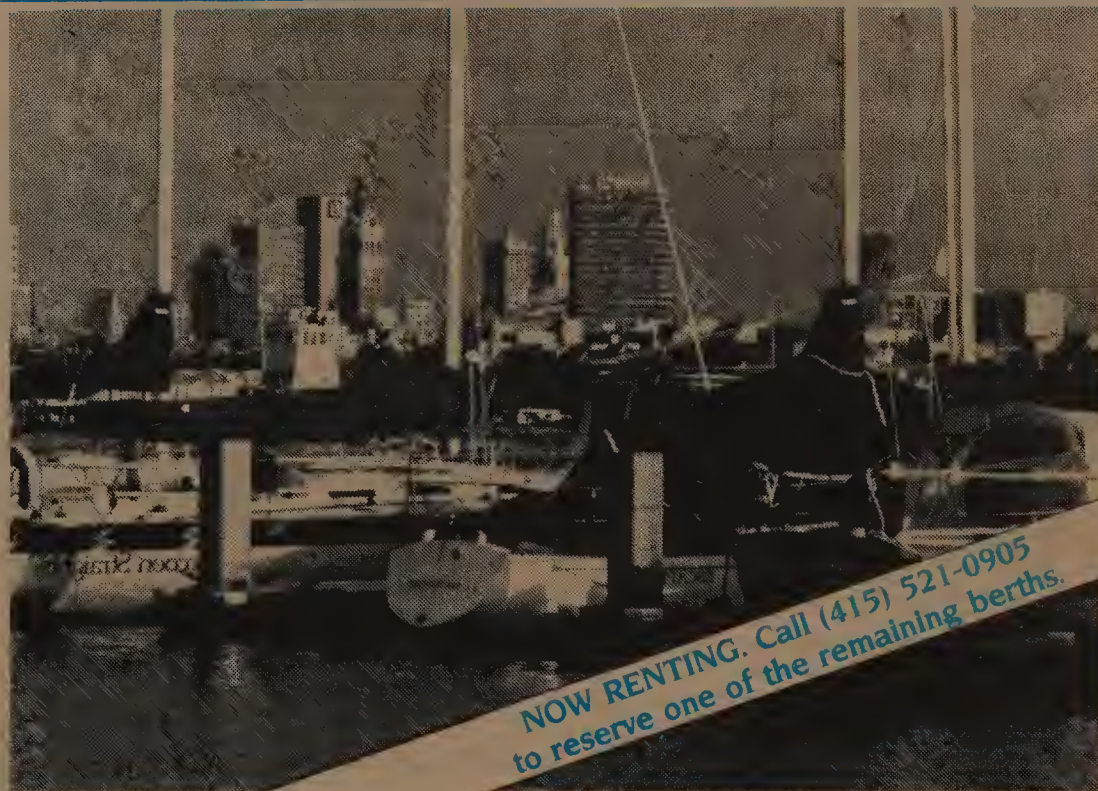
635 BAIR ISLAND ROAD  
REDWOOD CITY  
CALIFORNIA 94063



---

# Marina Village Yacht Harbor

---



■ **Berthing Now Available - In Alameda**

In July 1983 an additional 304 berths were completed at Marina Village Yacht Harbor. Of the new total of 500 berths, about 150 remain for your consideration. Berthing: is of concrete construction; ranges from 28' to 52'; has 30-amp electrical service, water, fiberglass dock boxes, gate security and night lighting.

*For berthing and rental information, please call*

**521-0905**

■ **Marina Village Plaza - Under Construction**

Approved for construction are the following: a five-story office building of 88,000 sq. ft.; a 16,000 sq. ft. building for yacht brokers and related uses; a 94-berth commercial marina; marina clubhouse and harbor master facility; parking; restaurant facilities; nearby dry boat storage for up to 200 boats.

*For more information on commercial opportunities, please call*

**521-9555**

■ **Directions To Site From Oakland**

Take Webster Tube to Alameda, exit (first right) onto Mariner Square Loop and follow road to Bethlehem Way, left on Bethlehem Way to Marina Village Yacht Harbor and harbor master's office.

- This superb location is a short distance southeast of Mariner Square. The Alameda side of the Oakland Estuary features excellent weather and is close to the best sailing areas of the Bay. You don't want to miss out on the recreational, commercial and residential opportunities Marina Village will provide.

---

**Pacific Marina, Alameda, CA 94501**

---



## SUBSCRIPTIONS

- We regret that we cannot accept foreign subscriptions.

ADDRESS \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

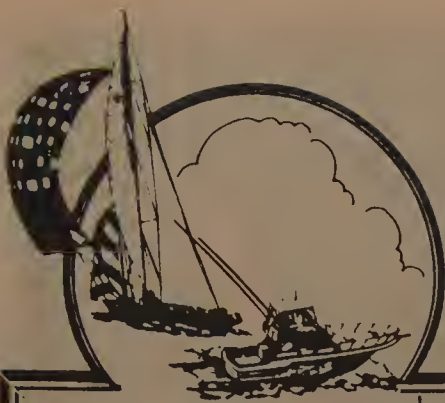
**"we go where the wind blows"**

**BOX 1678, SAUSALITO, CA 94966**  
**(415) 383-8200**

Call today for brochure  
Charter Mexico Association (415) 332-1171

## VISA    MASTERCARD





# PACIFIC STATES YACHTS, INC.

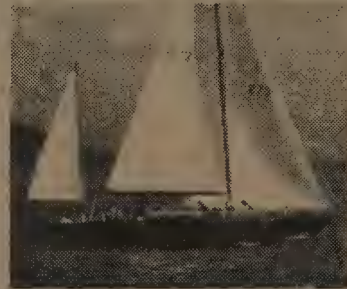
145 THIRD STREET  
SAN RAFAEL, CA 94901  
(415) 459-5600

• Sheldon Caughey •  
• Scott Baxter • Scott Pearson •  
• James Craig • Keoni Warinner •

OPEN 7 DAYS • EVENINGS BY APPT



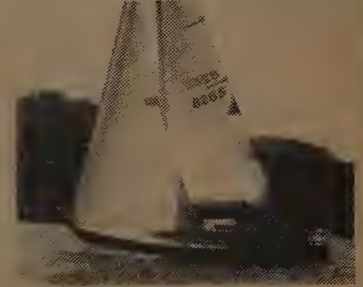
36' Cruising Ketch  
Realistic \$55,500



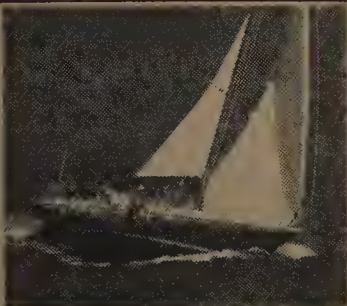
39 Loki Yawl \$120,000



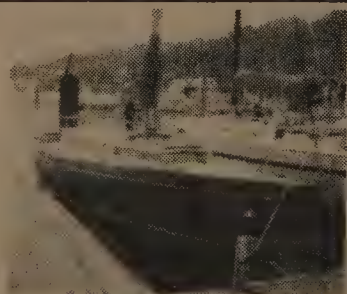
34 Cal '68 \$34,500



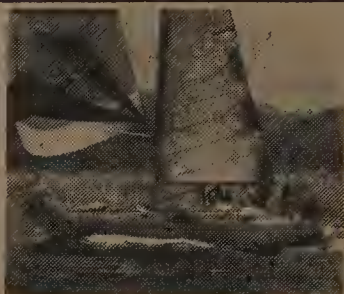
C&B Cold-Molded Just Reduced



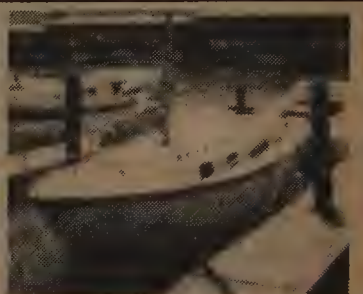
Ericson 35' Asking \$44,500 sistership



38 Ohlson Sloop \$72,500  
Try \$65,000



44' Nordic — Incredible Buy  
Anxious Seller



30 Rawson '64 \$29,000  
Completely rebuilt 1983



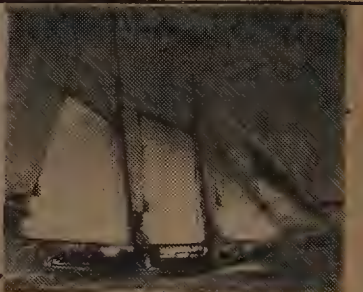
3-30 Cal w/S.F. berth \$34,500



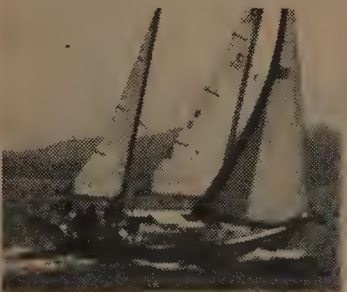
TWO - 43 Hans Christian  
From - \$120,000



42 Tanton '77 consider any  
reasonable offer-trade power/sail



42 Peterson Coaster \$128,500 just  
reduced \$30,000



36 Pearson '76 ketch \$79,000



43 Serendipity '79



441 Swan — two available



44 Islander, must sell, make offer

BEST WISHES FOR A HAPPY NEW YEAR FROM PACIFIC STATES YACHTS



Sheldon Caughey



Scott Baxter



Jim Craig



Barre Pearson



Keoni Warinner

Particulars are believed to be correct but are not guaranteed, subject to prior sale, price change or withdrawal without notice.





## An Exquisite Gift

### **The British Navy PUSSEY'S RUM® Nelson Ship's Decanter Hand-decorated Finest Staffordshire Porcelain.**

Filled with one of the world's finest rums — PUSSEY'S —  
with 300 years of Royal Navy tradition behind it!



FOR HOW TO FIND ONE:

If not in stock at your favorite liquor or package store, ask them to order one for you.

OR

Write or telephone: Mr. Pat Clark, James Catto and Co., Inc.,  
30 Rockefeller Plaza, New York, NY 10012 Telephone: (212) 307-0730

*"Splice the Main Brace!"*



# SVENDSEN'S WINTER



MK 172 Depthsounder  
**Total System:** reg. \$890

**SUPERPAC™**



MK 267 Knotlog  
**Christmas Sale**  
\$665.00

**MKII Knotmeter**  
reg. \$225  
**Christmas Sale:**  
\$165.00



**SYSTEM 1000**  
reg. \$995  
**Christmas Sale:**  
\$745.00

**SYSTEM 2000**  
reg. \$1595  
**Christmas Sale:**  
\$1195.00



**20%  
OFF**

**DATAMARINE  
INSTRUMENTS**

**ENTIRE  
STOCK**



**SVENDSEN'S**  
1851 CLEMENT, ALAMEDA, CA 94501

SALE ITEMS SUBJECT TO STOCK ON HAND



# SAVINGS SPECTACULAR

## STEINER WORLD CLASS BINOCULARS



**Commander**  
with built-in radio compass



**7x50**

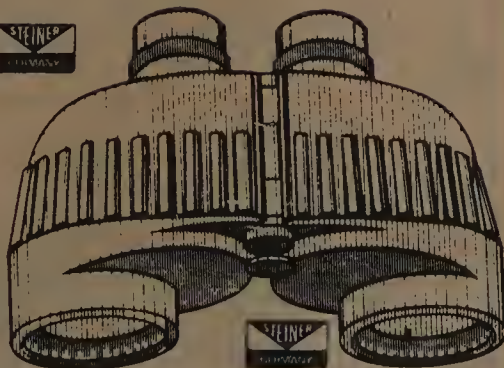
**TECHNICAL DATA**  
Magnification: 7X  
Entrance Pupil: 50 mm  
Exit Pupil: 7.15 mm  
Field of view:  
131 yds = 6.87°  
Luminosity: 51  
Weight: 40 ozs.  
Height: 3.6"  
Length: 5'2"  
Width: 8.2"

**SALE  
PRICE  
\$499.**

**SAVE \$150.00**

### TECHNICAL DATA

Magnification: 7X  
Entrance Pupil:  
50 mm  
Exit Pupil: 7.15 mm  
Field of view:  
131 yds = 6.87°  
Luminosity: 51  
Weight: 37 ozs.  
Height: 2.8"  
Length: 5.2"  
Width: 8.2"



7x50

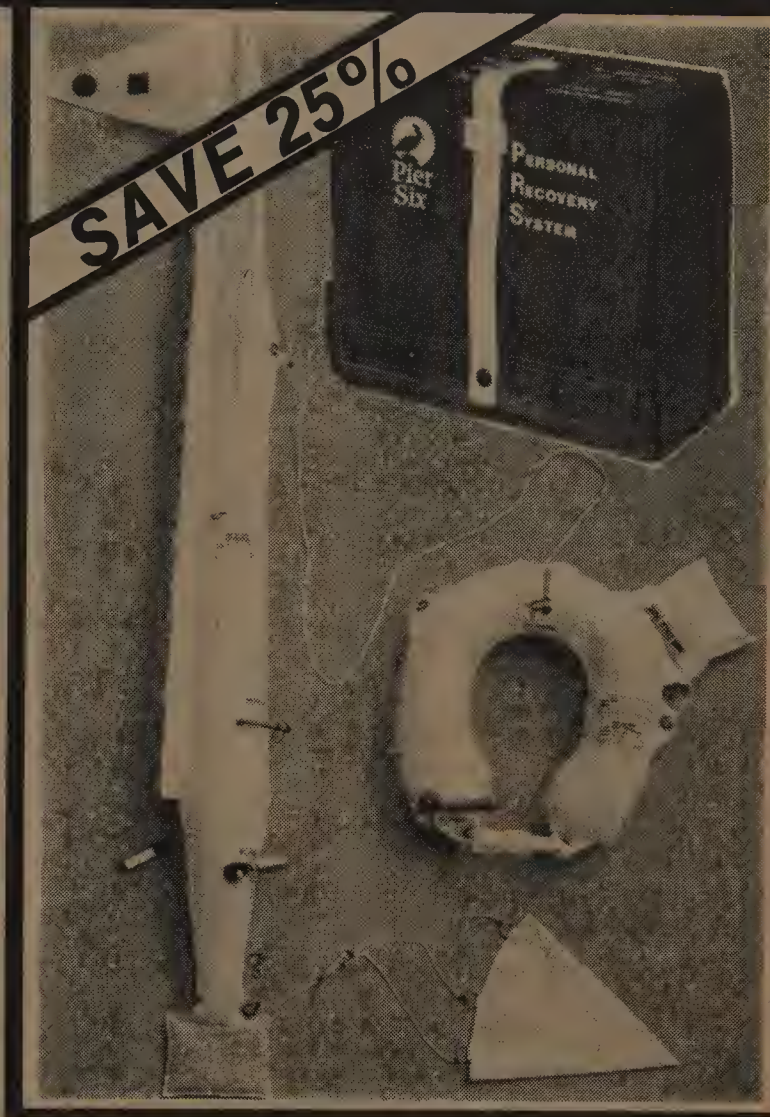
**7x50**

**Military**

**SALE  
PRICE  
\$229.**

**SAVE \$70.00**

**SAVE 25%**



## A TOTAL SYSTEM

### THAT IS —

Automatically Deployed  
Fast Acting  
Totally Self-Contained

### WITH —

10 Means of Location

### INCLUDING —

6' High Inflatable Locator Cone  
Extremely Buoyant Personal Flotation Horseshoe  
Water Activated Light  
Aerial Flares  
Air Horn and Whistle  
Mini Strobe Light  
Crew Light  
Smoke and Dye Markers

List: \$479.00

**NOW JUST  
\$359.25**

THE MARK VI PERSONAL RECOVERY SYSTEM IS  
OCEAN RACING COUNCIL (ORC) QUALIFIED

**MARINE, INC.**  
(415) 521-8454

SALE GOOD THRU 12/31/83





The Hans Christian 33  
Traditional

**40** Knots of wind, soaring and lifting at nine knots, rail up, dry, a strong safe little ship hard at work . . . with a full queen-sized berth in her private stateroom (forward), a second private stateroom and double berth aft, spacious tiled walk-in shower, and the most elegant craftsmanship in the world of solid teak, copper, bronze and marble built by a master German craftsman . . . for voyaging. Free color brochure, plans and specifications. Hans Christian, 6201 Bayshore walk, Pier B-2, Long Beach, California 90803. 213-434-2076, 213-433-1290.

The Hans Christian Fleet  
33 Traditional    43 Traditional  
38 Traditional    44 Pilot House  
38 Mark II    48 Traditional (new)  
39 Pilot House

# Hans Christian



# NORTH SAILS AND OUR CREW WISHES . . .



**FRONT ROW:** Phil Bickford, Lynn Pearson, Carol Smith, Kimberly Krauss, Tom Blackaller. **CENTER ROW:** Steve Taft, Sally Andersen, Susan Lasko, Rich Owen, Lyle Taft, Brian Kellogg, Mary Craig. **BACK ROW:** Chris Warner, Ed Schulz, Larry Herbig, Arne Lindberg, Duncan Kelso. **MISSING:** George Pedrick, Duane Goularte.

. . . YOU AND YOUR CREW A  
HAPPY HOLIDAY SEASON.

**Don't Forget to Take Advantage of Our 10% Winter Discount  
We Are Also Offering a Special Package for One-Design Sails**

**THE FASTEST SAILS IN THE WORLD  
ARE BUILT RIGHT HERE IN  
SAN FRANCISCO.**

**2415 MARINER SQUARE, ALAMEDA, CA 94501 (415) 522-5373**





# **BERTHING OAKLAND ESTUARY**

New Berthing in Sheltered Basin

\$3.85 ft/mo.

Close to Jack London Square

**CONTACT: 832-3951**

One Month FREE Rent or  
We Will PAY To Have Your Boat Hauled Out At Our Facility\*

\*subject to  
limitations of size &  
scheduling. 1st, last  
and security deposit  
must be paid in full  
prior to December 31  
when offer expires.



**MERRY CHRISTMAS  
AND A VERY PROSPEROUS NEW YEAR TO ALL  
FROM YOUR FRIENDS AT SEABREEZE YACHT CENTER**

## **HAULOUTS**

Call About Our  
Reasonable Rates

## **FULL SERVICE BOAT REPAIR**

## **BOAT TRANSPORT & INSURANCE WORK**

### **OUR COMPLETE SERVICES INCLUDE:**

#### **\*NEW SERVICE: 40-ft Low-Boy Tractor-Trailer for Boat Transport**

- |  |                                   |                                     |
|--|-----------------------------------|-------------------------------------|
| • 40 Ton Travel Lift                         | • Prop Shaft, Strut & Rudder Work | • Wood Working                      |
| • Fiberglass Repair                          | • Marine Railway to 60-ft         | • Hull Repair & Maintenance         |
| • Rigging, Stepping &<br>Unstepping of Masts | • Hull Painting Including L.P.U.  | • New Construction & Reconstruction |

**SEABREEZE YACHT CENTER, INC. (415) 832-4571**





2415 Mariner Sq. Drive Alameda CA 94501 (415) 523-8500

## Selected Brokerage

### SAIL

14' 1976 Pintail	\$1,200
14' 1976 Force 5	1,700
16' 1972 Hobie Cat	Offers
16' 1974 Hobie Cat	3,200
16' 1980 Hobie Cat Sloop	Offer
18' 1980 Whitecap Sloop	3,500
18' 1980 Windrose Sloop	8,000
20' 1966 Cal Sloop OB	5,600
21' 1971 Clipper Sloop 7.5 HP	4,000
22' 1971 Santana Sloop	6,350
22' 1968 Santana Sloop	5,700
23' 1970 Ericson, Sloop 6.0 HP	6,800
24' 1974 San Juan Sloop, 7.5 OB	16,000
24' 1968 Islander Bahama Sloop 6HP OB	6,000
24' 1979 Nightingale Sloop 7.5 HP	15,500
24' 1976 Northstar Sloop 4 HP	15,000
25' 1979 Buccaneer Sloop 7.5 HP	15,000
25' 1980 Cal-25 Sloop 11 INB	22,500
25' 1967 Coronado Sloop 6HP	7,900
25' 1980 Merit Sloop	21,950
25' 1978 Yamaha Sloop Diesel	19,000
26' 1975 Pearson Sloop, 15 HP OB	13,500
26' 1979 San Juan 15 HP OB	18,000
26' 1977 Chrysler Sloop, Diesel	20,000
27' 1978 Balboa Sloop	Offers
27' 1980 Catalina Sloop, Gas IB	24,000
27' 1977 O'Day Sloop, Gas IB	21,000
27' 1970 Newport Sloop, Gas IB	14,900
27' 1964 Royal Viking Sloop, Gas IB	17,500
28' 1979 Lancer Sloop OB Gas	12,500
28' 1977 Lancer W/Trailer Sloop 7.5 OB	17,500
29' 1962 Rhodes Ranger Sloop 12 HP	16,500
30' 1969 Alber/Pearson Sloop, Gas IB	25,000
30' 1976 Catalina Sloop, Diesel	35,000
30' 1979 Lancer MK IV Sloop, Diesel	35,000
30' 1978 Hunter Sloop, Diesel	33,500
31' Mariner Herreshoff Ketch, Diesel	37,500
31' 1978 Cal Sloop, Diesel	Offers
32' 1972 Westsail, Diesel	57,000
33' 1977 Yamaha Sloop Diesel	53,500
36' 1978 Islander Sloop Diesel	74,500
36' 1959 Lapworth Sloop Diesel	39,500
36' 1973 Custom Mull Diesel	49,000
40' 1974 Challenger Sloop Diesel	94,000
42' 1940 Alden Cut Diesel	49,000
43' 1976 Westsail Ketch Diesel	145,000
44' 1976 Peterson Cutter, Diesel	115,000
47' 1974 Olympic Adventure Ketch Diesel	128,500
50' 1975 Gulfstar Ketch Diesel	190,000

### POWER

17' 1954 Chris Craft Run, Gas IB	\$5,000
22' 1978 Sea Ray Srv 220 I/O	12,000
24' 1979 Sea Ray Cruiser 270 Volvo	20,000
25' 1979 Farlane Cruiser	29,500
26' 1977 Reinell Cruiser, 235 HP	19,995
28' 1979 Chris Craft Cruiser, 225 HP	34,000
34' 1977 Executive Fiberform Cruiser Tw IB Gas	62,500
34' 1963 Owens Cruiser Gas I/O	26,000
37' 1972 Calif. Trawler, Twn. Turbo D	69,950
38' 1966 Chris Craft Roamer Cruiser Diesel	43,900
38' 1929 Cruiser, Chrysler	39,000
41' 1967 Hatteras Sportfish, Twn 8V-53	79,000
42' 1958 Steel Cruiser, Twn. Ford	45,000

## YACHT AND SHIP BROKERS



1979 Chris Craft 28' Hardtop 225 HP inboard, radio, depth sounder, hot and cold water, shower, shorepower, refrigerator, 2 batteries, sleep six, full Delta cover and much more only \$34,000.



1977 Reinell 26 235 HP IO, refrigerator, stove, Delta and storage cover Make Offer



25' Yamaha Sloop The perfect racer-cruiser. Fully equipped with spinnaker and diesel engine. Original owner \$19,000/Offer



1974 Ranger 26 Designed by Gary Mull. Radio, Lewmar Winches, knotmeter, Mitchell sails and 1982 Honda 10 HP engine \$14,500.



1977 Chrysler 26 Volvo 7.5 HP inboard, knotmeter and log, depth sounder, VHF, and FM radio, 4 winches, and many more extras not listed \$20,000.



30' Lancer 1979 Popular, mast head rig, wheel steering, Yanmar 15 hp diesel, club jib, 100% jib and 150% genoa. Excellent handling yacht which is a real value at \$35,000.

# REPO HOTLINE

A service for smart boat buyers.

**BID NOW** on this  
23' Glastron/Carlson 1978  
With Trailer, Loaded with  
Electronics



Located in Alameda

These fine boats and more!

19' Marlin	1979
23' Glastron/Carlson	1978
23' Bayliner	1982
24' Nightengale	1979
24' Neptune	1980
25' Sea Crown	1979
28' Fairliner	1964

2415 Mariner Square Drive • Alameda • (415) 523-0922



# HOOD COMES TO SAN FRANCISCO!



HOOD SAILMAKERS AND MITCHELL SAILS JOIN HANDS TO BRING THE BAY AREA A NEW STANDARD OF EXCELLENCE IN SAILMAKING. MAKE HOOD SAILMAKERS PART OF YOUR BUYING DECISION.

PUT HOOD TECHNOLOGY TO WORK FOR YOU.

RACING SAILS • CRUISING SAILS  
SEA FURL • GEMINI • STOWAY MAST/BOOM • BOARD SAILS

CONTACT US TODAY

## HOOD SAILMAKERS SAN FRANCISCO

466 COLOMA, SAUSALITO, CA 94965

ROBIN SODARO      AL MITCHELL

(415) 332-4104





## CHARTS ARE OUR BUSINESS . . .

So our comprehensive inventory is one of the largest in the United States and covers most of the world.

*We are Official Agents for:*

British Admiralty — National Ocean Survey — Defense Mapping Agency — Canadian Hydrographic Office

### ADMIRALTY CHARTS

Their outstanding quality, attention to detail and smaller chart size usually means purchasing fewer charts to cover a given area.

Let us help you select a portfolio of Admiralty charts for any area of the world.

### NAUTICAL INSTRUMENTS

We are stocking distributors of quality nautical instruments that have proven to be reliable in a marine environment. Some familiar names are . . .

RITCHIE COMPASSES — SUUNTO COMPASSES

CHELSEA & BOSTON CLOCKS — DAVIS INSTRUMENTS

TACRO PLOTTING INSTRUMENTS — C-THRU INSTRUMENTS

FREIBERGER SEXTANTS — BUSHNELL & BAUSCH and LOMB BINOCULARS

STEINER BINOCULARS — SWIFT BINOCULARS

### NAUTICAL BOOKS

We stock a large selection of several hundred titles on subjects such as cruising guides — Navigation primers — “How To” books — General Interest books — Cook Books — Boatbuilding and Repairing — and others.

### TECHNICAL BOOKS

An extensive collection for the yachtsman and professional including license study books from “Six Pack” to unlimited Master and Mate, Rules of the Road, Meteorology and many other subjects.

### GOVERNMENT PUBLICATIONS

A complete stock of publications for world coverage including sailing directions, coast pilots, pilot charts and atlases, tide and current tables, sight reduction tables, nautical almanacs, light lists, radio navigation aids, etc.

#### SPECIAL

*“OCEAN PASSAGES FOR THE WORLD”*

The famous book by the British Admiralty that every cruising boat should have on board.

(Reg. \$54.50)

**Special \$44.50**

#### SPECIAL

*DAVIS MARK 25 SEXTANT*

(Deluxe with full field mirror)

(Reg. \$175.00)

**Special \$139.00**

#### SPECIAL

*SUUNTO HAND BEARING COMPASS*

(Prismatic and very accurate)

(Reg. \$59.50)

**Special \$47.50**

#### SPECIAL

*FREIBERGER 3/4 YACHT SEXTANT*

(Made in Germany by Carl Zeiss)

(Reg. \$545.00)

**Special \$395.00**

## TRADEWIND INSTRUMENTS LTD.

2540 Blanding Avenue, Alameda, California 94501

**(415) 523-5726**



# O'NEILL YACHTS

## Express 27

**An Uncommon Yacht.**



EXPRESS . . . The fastest means possible, to the weather mark or that favorite cove. A new and well reasoned approach to high performance.

## Olson 30

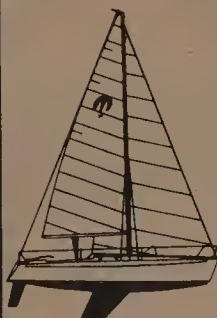
**The Finest in Class Racing**



The Olson 30 is easily trailered and can be launched with a yacht club hoist. It has a mast head rig, low wetted surface area and high ballast to displacement ratio.

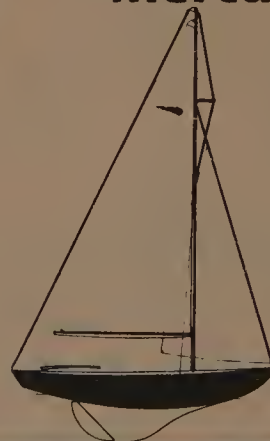
## Moore 24

**Undoubtedly A Classic.**



The Moore 24 is a study in polished functional simplicity. She appeals to the racer or the cruiser. The hull's v-shape provides a comfortable, high-performance ride, the rig is expertly set-up and made from the best products on the market.

O'Neill Yachts  
is now offering the  
**Mercury Class Sloop**



**Introductory Price:**  
**\$7495.00** + tax and license

**Includes:**

- Fiberglass construction
- Black anodized spars
- All Harken Blocks and Traveler

**O'NEILL YACHTS**  
**SANTA CRUZ**

2222 E. Cliff Drive  
Santa Cruz, CA 95062  
(408) 476-5200

**. . . with 20 years  
of dedicated experience.**



# Where it's happening fast!

## Olson 40

## Hobie 33

**Speed-Simplicity-Affordability**



Olson 40 available  
for Mexican  
Race Charter

**It's Trailerable.**



The Hobie 33. With clean, elegant lines for style and speed, the innate economy of trailability and a comfortable interior that sleeps six, the Hobie 33 stands in a class of her own.

### Selected Brokerage:

Sail Size	Manufacturer	Year	Price
21'	Islander		5,500
21'	Burns	1982	14,900
21'	Wilderness	1978	10,600
21'	Yngling	1972	3,995
24'	Moore	1976	17,500
24'	Yankee Dolphin	1970	12,500
25'	Santana 525	1980	15,500
25'	Folkboat	1962	7,500
25'	Cal diesel/reduced	1979	23,500
25'	Catalina	1981	16,500
25'	Shock	1963	7,000
26'	Pearson Ariel	1963	10,000
27'	Cal	1971	16,500
27'	Express 2 from	1982	31,000
27'	O'Day	1976	23,900
27'	Santa Cruz		21,950
28'	Maire	1982	28,500
30'	Catalina	1979	33,000
2-30'	Cal	1968	29,000
30'	Ranger	1978	39,000
30'	Un-30	1980	25,000
30'	Windjammer	1978	24,500
30'	Erickson	1968	32,500

30'	Olson 3 from		27,500
30'	Custom		22,500
30'	Islander	1976	29,500
32'	Custom (Third-Reef)	1978	33,500
33'	Wylie	1979	75,000
34'	Islander	1980	53,000
35'	Santana	1981	66,950
35'	Erickson	1974	46,000
35'	Coronado	1971	40,000
424	Pearson	1980	149,950
37'	Swan	1972	89,000
38'	Farallone Clipper.	1957	65,000
39'	Crocker	1964	65,000
40'	Olson 40	1982	140,000
50'	Offshore	1972	185,000
50'	Santa Cruz	1981	200,000
58' 11"	10 Meter	1928	200,000

### Sail/Multi-Hull

38'	Brown	1971	59,000
40'	Multi	1974	45,000

### Power

24'	Skipjack	1980	40,000
26'	Shamrock	1980	37,500
47'	Monk	1962	95,000



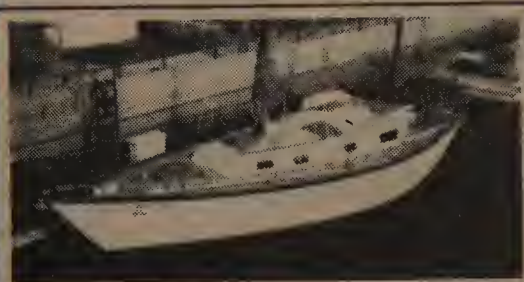
5866 Naples Plaza  
Long Beach, CA 90803  
(213) 434-0971

3408 Via Oporto, Suite 5  
Newport Beach, CA 92663  
(714) 675-0950

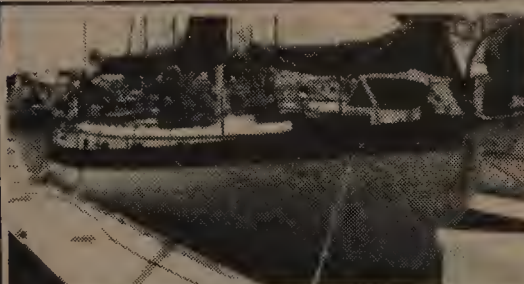
# Flying Cloud Yachts



Sail • BROKERS • Power



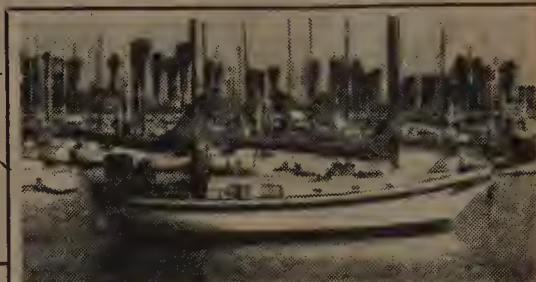
**CHEOY LEE 41' Ketch** — she's been there and back. Vane, radar, frig. \$115,000/offers.



**HANS CHRISTIAN** — 38', MKII's, 38' T's and 43's — 8 to choose from. All have good inventories, Priced from \$89,900. Call us!



**CHEOY LEE OFFSHORE 40** — tri-cabin layout. A seasoned cruiser, owner's moving up. Asking \$79,500/offers.



**MARINER 40, 1971, Ketch** — Perkins diesel frig. Telcor instruments, stove and oven, sailing dinghy, plus. Asking \$84,000.



**CT 41' Ketch** — we have 3 plus a pilothouse. The boat pictured is a one-owner boat with Dickerson diesel stove, frig., plus 100 lb freezer. She is ready! Call us for complete inventory. Offers!

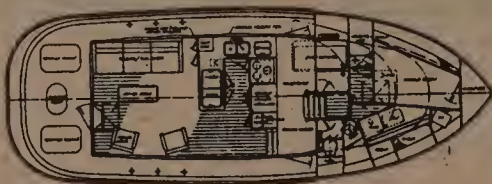


**LORD NELSON 41** — Cutter — she's strong, comfortable, and fast. Sailaway — selftailers, sails, stove, VHF, sail covers, anchor/line/chain, cushions, compass, safety gear — \$125,000.

## Victory tug



**37' VICTORY TUG** — a classic exterior with a very contemporary interior, BMW diesel. She's ideal for liveaboard or distance cruising. Complete with stove/oven, cushions, anchor/chain/line, compass, VHF, Coast Guard gear — \$95,000.



— AT OUR DOCKS —

Designed by Jim Backus

L.O.A. 36'1"      Draft 3'6"  
L.O.W. 33'4"      Displ 20,585 lbs  
Beam 13'2"

Long Beach (213) 434-0971

Newport (714) 675-0950

### SAIL

45' Swan, ketch, 1973, FG, SD.....	\$550,000
55' Tradewinds cutter, 1979, FG, SD.....	167,000
54' Custom Steel Cutter.....	Offers
50' Lapworth, sloop, 1961, WD, SD.....	135,000
50' Enderlein sloop, 1957, WD.....	98,500
50' Kettenberg . . . we have two!.....	115,000
48' Alden ketch, 1975, WD, D.....	130,000
47' Herershoff ketch, 1969, FGW, SD.....	98,500
47' Alden ketch, 1972, FG, SD.....	195,000
46' Kettenburg sloop, 1969, WD, SD.....	119,000
45' Gibb & Assoc. cutter, 1979, FG, SD.....	149,500
45' Freedom ketch, 1974, FG, SD.....	140,000
45' Custom Mull sloop, 1982, FG, SD.....	198,000
45' Columbia sloop, 1974, FG, SD.....	198,000
43' Hans Christian ketch, 1981, FG, SD.....	129,500
43' Hans Christian ketch, 1976, FG, SD.....	148,000
42' Westsail cutter, 1978, FG, SD.....	135,000
42' Pearson 424 sloop, 1980, FG, SD.....	138,900
41' Yankee Clipper ketch, 1978, FG, SD.....	78,000
41' Morgan Ol sloop, 1975, FG, SD.....	89,000
41' Lord Nelson cutter, 1982, FG, SD.....	145,000
41' Freeport ketch, 1978, FG, SD.....	143,000
41' CT Pilothouse ketch, 1974, FG, SD.....	99,500
41' CT Aft Cockpit ketch, 1973, FG, SD.....	93,500
41' Cheoy Lee Offshore ketch, 1976, FG, SD.....	115,000
41' Lord Nelson cutter.....	125,000
40' Sparkman & Stephens sloop, 1964, WD, SD.....	55,000
40' Mariner ketch, 1971, FG, SD.....	79,500

39' Hans Christian CTPH, 1982, FG, SD.....	149,000
38' Hans Christian cutter, 1981, FG, SD.....	109,500
38' Hans Christian cutter, 1980, FG, SD.....	119,000
38' Hans Christian cutter, 1976, FG, SD.....	89,900
38' Catalina sloop, 1980, FD, FG.....	63,500
38' Catalina sloop, 1979, FG, SD.....	67,000
37' O'Day sloop, 1979, FG, SD.....	67,500
37' Fisher MS, 1978, FG, SD.....	125,000
36' Pearson sloop, 1980, FG, SD.....	91,500
36' Islander sloop, 1976, FG, SG.....	62,000
36' Hans Christian CT, 1977, FG, SD.....	94,900
36' Freeport sloop, 1978, FG, SD.....	120,000
32' Roughwater sloop, 1975, FG, SD.....	34,000
30' Baba cutter, 1978, FG, SD.....	59,000
30' Atkins sloop CT, 1935, WD, SG.....	25,000

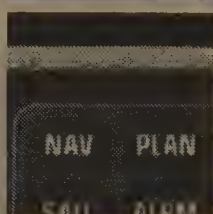
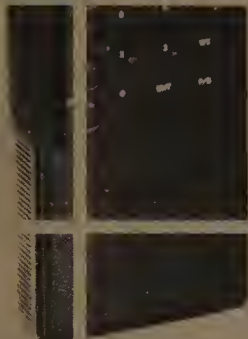
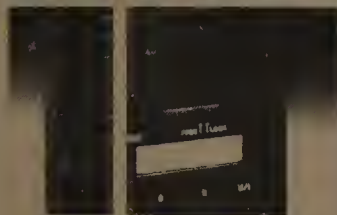
### POWER

65' Sparkman & Stephens Trawler, '60, WD, TD.....	\$150,000
60' Stephens, FDMY, 1964, WD, TD.....	395,000
55' Chris Craft Connie.....	125,000
53' Hatteras, 1979, Convert.....	395,000
52' Monk, Crs., 1970, FG, TD.....	235,000
52' Chris Tri-Cab, Motoryacht, '53, WD, TD.....	85,000
48' Pacemaker, SF, FG, TD . . . have 2 starting at.....	170,000
47' Stephens, Motoryacht, 1957, WD, TD.....	73,000
44' Marine Trader, Trwl, 1979, FG, TD.....	139,500
43' Viking, AC, 1978, FG, TD.....	256,000
43' Trojan, FBMY, 1969, WD, TD.....	89,500
42' Pacemaker, SF, 1971, WD, TD.....	73,500
42' Grand Banks, Trwl, 1972, WD, TD.....	125,000

42' Bertram, 1976, Convert.....	210,000
41' Roughwater, Trwl, 1979, FG, SD.....	85,900
41' Hershine, Trwl, DC 1979, FG, SD.....	99,500
40' Viking, FBSF, 1974, FG, TD.....	130,000
40' Tollycraft-Coho, TC, 1972, FG, TD.....	115,000
40' Pacemaker, FDMY, FG, TD.....	117,000
38' Viking, SEDSF, 1970, WD, TG.....	45,000
38' Trawler, 1972, WD, TD.....	60,000
38' Pacemaker, SF, 1964, WD, TD.....	59,900
38' Chris Craft, SF, 1965, WD, TD.....	32,000
38' Californian Trwl, 1975, FG, TD.....	98,500
37' Owens/Aft Cabin, MY, 1966, WD, TG.....	45,000
37' Hershine, FG, 1978, FG, SD.....	85,000
37' Egg Harbor, FG SED, WD, . . . 2 starting at.....	55,000
37' Chris Craft, FBSF, 1962, WD, TG.....	24,500
36' Egg Harbor, SF, 1982, FG, TD.....	212,000
36' Chris Craft, SF, 1979, FG, TG.....	89,500
35' Pacific Bluefin, FBSF, 1980, FGW, TD.....	113,000
35' Chris Connie, FB SED, 1957, WD, TG.....	37,500
34' Tollycraft, FB SED, 1972, FG, TG.....	49,900
34' Pacemaker, 1967, DC, WD, TG.....	32,000
34' Californian, 1978, SED, FG, TD.....	79,500
33' Trojan-10 MTR, 1983, EXP, FG, TG.....	110,000
33' Laguna-10 MTR, 1975, CRS, FG, TD.....	55,000
33' Laguna, 1973, FBSF, FG, TD.....	60,500
33' Egg Harbor, FB SED, 1976, FG, SG.....	79,000
33' Chris Craft S.F.....	69,000
33' Egg Harbor.....	129,000
32' Grand Banks, Trwl, 1974, FG, SD.....	62,500



# CHRISTMAS



## MAGNAVOX MX4102 SAT-NAV.

Highest Quality . . . at a very affordable price. The MX4102 is today's standard of comparison for high quality sat-navs.

- Easily interfaced to most speed logs
- Interfaces to Alpha autopilot compass
- Extremely easy to use
- Worldwide service
- Memory backup
- Many important navigation features

Choose the best . . . Magnavox MX4102.

**SALE \$2195**



**Standard  
Communications**

## HORIZON HAND-PHONE

THE MOST ADVANCED VHF ON THE MARKET

- 71 MICROPROCESSOR CONTROLLED FREQUENCIES
- 55 CHANNELS
- 6 WEATHER CHANNELS
- 10 CHANNEL SCANNER
- 3 WATTS OUTPUT

COMES COMPLETE WITH ANTENNA, RECHARGEABLE BATTERY PACK, CHARGER AND CARRYING CASE

LIST 549.00

**SPECIAL \$329**

**ICOM**

**HAND-HELD VHF  
RUGGED QUALITY**

## ICOM M-2

- 78 CHANNELS WITH THUMBWHEEL SELECT.
- 4 PRIORITY CHANNELS
- UP TO 5.5 WATTS
- RECHARGE 12 VOLTS

M2—LIST  
449.00

**SALE \$319**

## ICOM M-12

- 12 PROGRAMMABLE CHANNELS
- 1 WATT OF TALK POWER

M-12 LIST 385.00

**SALE \$269**

COMPLETE WITH ANTENNA,  
RECHARGEABLE BATTERY PACK,  
AND CHARGER

Call or visit our showroom and discuss your needs. We offer installation and service backup on these and other high quality instruments. When investing in top quality instrumentation, talk to a professional. We accept major credit cards and will ship anywhere.

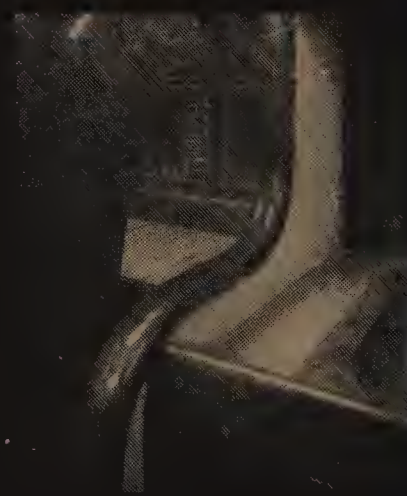
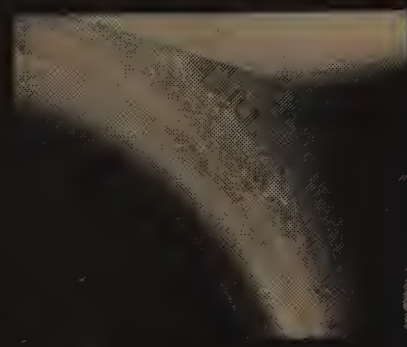
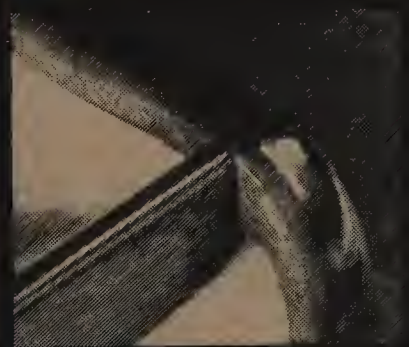
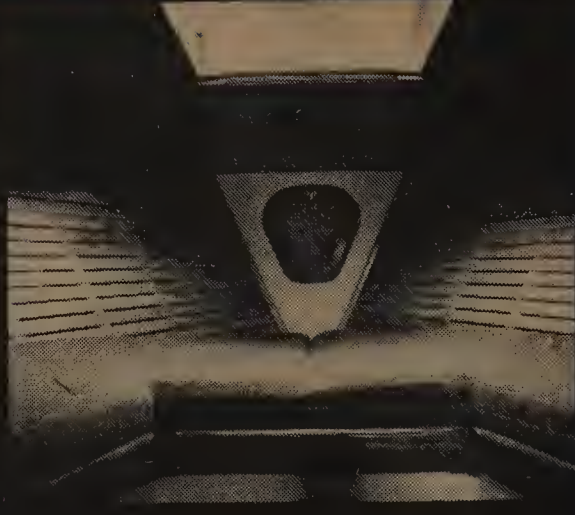
# JOHNSON HICKS

543 Seabright Ave., Santa Cruz 95062

(408) 425-8100

**ONLY THE BEST IN MARINE ELECTRONICS**





## CAN YOU COMPLETE THIS PICTURE

Every sailor has a clear picture of the boat he'll build someday. . . down to the last detail. If you've sailed long enough to know a custom crafted yacht from a factory model, you probably have some definite ideas about how a boat should be built.

First, you'd call upon an innovative naval architect to design a hull that was fast yet seaworthy - a design simple enough for effortless sailing, and uniquely beautiful in the lines.

For the interior, you'd ask a seasoned carpenter to handcraft a spacious cabin as breathtaking as a museum piece, yet amply comfortable to live aboard.

And when your masterpiece was complete, you'd install the best spars and fittings money could buy. . .Navtec, Lewmar, Spartec.

Sound like a dream?

Well, you've just seen a glimpse of the Holland and Lange 34, the only craft under 40 feet that can truly be called a yacht.

For the whole picture, come see us, because we've completed it for you. . .

At a very affordable price.

### Holland & Lange Inc.

*Fine Yachts*

P.O. Box 553 Port Townsend, WA 98368  
(206) 385-5534

### Jack Barr Yacht Sales

2415 Mariner Square  
Alameda California  
(415) 865-1035



# END THE HASSLE!



**Turn Over your Fiberglass  
Boarding Steps  
and  
You have a Handy Dock Cart**

SAILNETICS

**STEP-WAGON \$119<sup>95</sup>**

SAILNETICS

Alameda Marina • 1813 Clement Ave.  
Alameda CA 94501 • (415) 523-4800

DEALER INQ INV.



## TORO<sub>1/2</sub>

**2-Part  
Nesting  
El Toro**

**Stows In 4 ft.-10 in.**

- Self-Rescuing • 70 Lbs.
- Water Tight Storage
- Oar Locks • Halyard Sail

**PRAM • EL TORO • FJ**



**SAILNETICS INC.**

1813 Clement Avenue, Alameda 94501  
(415) 523-4800

**WHERE DO YOU GO  
FOR PERFORMANCE,  
AFFORDABILITY AND COMFORT?**



## BOATS WEST

From the **J-22** to the **J-36**  
We Offer More Performance  
And Affordability, Without  
Compromising Comfort,  
Than Any Other Line of Boats  
on the Market.

**(415) 522-0545**

Don Trask, Jeff Trask, Mickey Caldwell  
2415 Mariner Square Drive  
Alameda, CA 94501



**2415 Mariner Square  
Alameda, CA 94501  
(415) 865-1035**

# JACK BARR

## YACHT SALES

**Jack Barr  
Bill Hunter  
Dave Marshall**

**Open 7 days**

### SAIL

21' Light Speed with trailer.....	\$12,500
24' Moore.....	Repo
25' Pacific Seacraft.....	22,000
26' Islander.....	24,000
26' International Folkboat.....	22,000
27' Newport.....	18,950
27' Catalina.....	23,000
27' Hunter.....	27,900
27' Cheoy Lee.....	23,000
27' Vega.....	22,000
29' Ericson.....	24,900
30' Islander.....	2 from 26,500
30' Spidsgatter.....	35,000
30' Catalina.....	35,000
30' Cheoy Lee.....	45,000
31' Bombay-Pilothouse.....	42,950
31' Bombay Clipper.....	Repo
32' Westsail.....	53,000
32' Columbia Saber.....	10,000
32' Aries.....	43,000
34' Cal.....	34,500
34' Peterson.....	69,950
35' Cheoy Lee.....	37,000
35' Yorktown.....	63,000
36' Columbia.....	43,000
36' Sweden built sloop.....	38,000
36' Ravage.....	65,000
37' Fisher Motorsailer.....	125,000
37' Lancer.....	Repo
37' Gulfstar.....	79,500
38' Stephans Brothers.....	35,000
39' Landfall 39.....	77,000
40' Cheoy Lee.....	2 from 79,000
41' Newport, 1979.....	85,000
41' Out Island ketch.....	89,000
41' CT.....	77,500
41' Morgan.....	Repo
42' Westsail 42 ketch.....	138,000
42' Golden Wave.....	145,000
42' Excalibur.....	139,500
43' Cheoy Lee Motorsailer.....	170,000
43' Westsail.....	138,000
43' Holcomb Schooner.....	71,950
44' Cheoy Lee	
Cntr C'kpit (NEW).....	119,900
47' Cheoy Lee yawl.....	120,000
48' Trewes.....	145,000
50' Fd-12 Meter	
cruising cutter (demo).....	210,000
52' Cheoy Lee Motorsailer.....	299,000
54' Samson.....	72,000
56' Seaton Pilothouse.....	235,000
63' Cheoy Lee	
Motorsailer (NEW).....	572,050

### POWER

37' C&L Trawler.....	79,950
40' Cheoy Lee Trawler.....	149,900

Cheoy Lee Power Boats (NEW) All Sizes

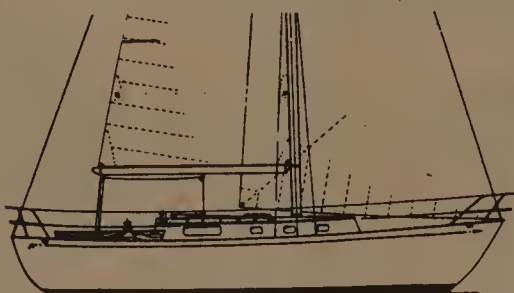
*We have many more listings  
for 25-ft and up.*



Pedrick 38 — special price on first boat.



New Cheoy Lee Pedrick 41, \$120,000 fully commissioned.



Holland & Lange 34. Special price on first boat.



Master Mariner 41. Special price on first boat.



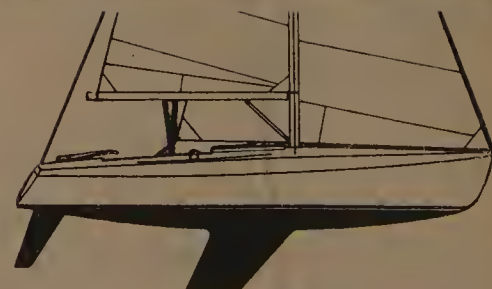
Offshore 47. 1973. Yawl. \$135,000.



Westsail 42. Nicest one we've seen. \$138,000.  
sistership



Golden Wave 42. Well equipped. sistership.



Moore 24 with trailer. Repo. Make a bid.

**— CHARTER PROGRAMS —**  
WE HAVE ONE PEDRICK 41  
AVAILABLE FOR 1983 TAX SHELTER

**DEALERS FOR:**  
CHEOY LEE  
MASTER MARINER  
HOLLAND & LANGE



# SOBSTAD SAILS

## A FORCE TO BE RECKONED WITH...

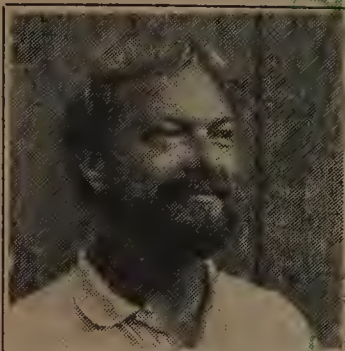
### AND OUR PEOPLE MAKE IT THAT WAY



**STEVE JEPPESEN**

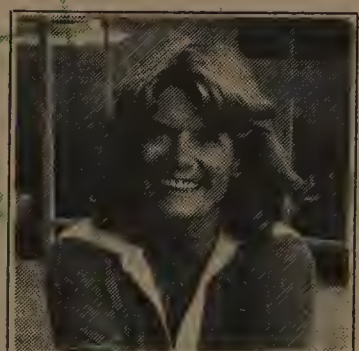
*Loft Manager  
IOR and ONE Design  
Specialist*

**Sailing Background:**  
10 Big Boat Series  
2 Clipper Cups  
2 Long Beach Race Weeks  
4 Stone Cups  
every major series  
2 - 6 meter campaigns  
J-24 Campaigner



**BRUCE POWELL**

*Salesman*  
**Sailing Background:**  
2 Transpacs  
Mexican Races  
MEXORC  
1st Championship of  
Champions  
7 Big Boat Series  
Every S.F. Series  
3 MORA Long Distances  
yrs. sailing 505  
excellent contact w/Dealers



**JOCELYN NASH**

*Salesman*  
*with 20 yrs of sailmaking*  
**Sailing Background:**  
2 Transpacs  
1 Single Handed Transpac  
6 Big Boat Series  
Clipper Cup  
Every S.F. Series  
ONE Designs:  
Moore 24, Olson 30



**SOBSTAD**

**A FORCE TO BE RECKONED WITH**

**SOBSTAD SAILMAKERS**  
1230 BRICKYARD COVE RD.  
PT. RICHMOND, CAL 94801  
415 234-4334  
Steve, Bruce or Jocelyn

**SOBSTAD and 6 METERS**  
A Winning Combination  
1983  
1st World Championship  
1st North Americans  
1st Fleet Races - Cal Cup

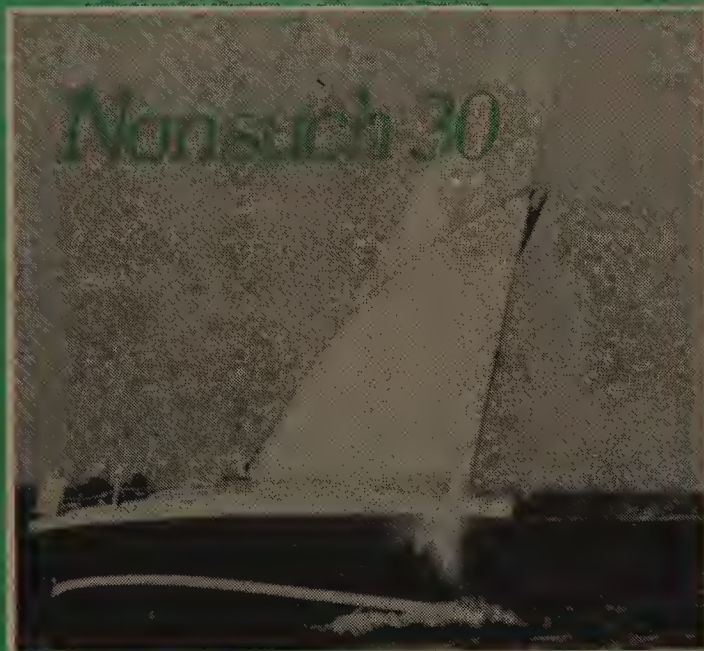
**Watch Our J-24 Sails Go!!**

**COME SEE US AT THE BOATSHOW**



**EAGLE & FARALLONE YACHT SALES**

## PRESENTING THE



Also in the following sizes:

*Nonsuch 22*

*Nonsuch 26*

*Nonsuch 36*

### Partial List of Selected Brokerage

Cal 20	\$5,600	Catalina 27	15,500
Santana 22	6,000	Cheoy Lee 31	32,000
Catalina 22	6,800	Nonsuch 30	67,500
ODay 23	12,500	Colu. Def. 29	17,200
Islander Bahama	9,350	Ranger 29	29,000
Catalina 25	12,500	Hunter 30	33,500
Hunter 25	7,950	Catalina 30	32,000
Catalina 27 OB	17,500	Pearson 30	30,950
Ranger 26	13,900	Catalina 30	33,500
Catalina 27 OB 1979	23,000	Islander 30	34,000
Catalina 27 IB	24,000	Catalina 30	29,950
Catalina 27 OB	15,000	Ranger 33	47,500
Pearson 26	13,000	Yamaha 33	51,000
H-27	16,000	Morgan 38	72,000
Catalina 27 OB 1974	14,950	WestSail 43	145,000
Catalina 27 OB	16,950	Lancer 44	185,000

*East Bay*

**Farallone Yacht  
Sales, Inc.**

Mariner Square,  
Alameda  
(415) 523-6730



*South Bay*

**Eagle  
Yachts**

Coyote Point Marina  
San Mateo  
(415) 342-2838

### ALSO DEALERS FOR

CATALINA	NAUTICAT	NIAGARA	CAPRI
22 - 25 - 27	33 36 38	31 - 35	25 - 30
30 - 36 - 38	43 44 52		

## Yacht Insurance

**DON'T LOOK ANY FURTHER!**



Phone "Skipper Dick"

**R.E. DICKERSON**

**(415) 341-2674**

1941 O'FARRELL ST.  
SAN MATEO, CA 94402

- LOWEST RATES
- FASTEST SERVICE
- BROADEST POLICIES

**MONTHLY — QUARTERLY  
INSTALLMENTS AVAILABLE**

*A Professional Insurance  
Service in the Bay Area  
since 1952*

**Don't be late for the Gun . . .**

## **CHARTER a fully equipped & insured race boat**

**AVAILABLE Now:**

**WYLIE WABBIT**

**J-29**

**OLSON 30**

**SANTANA 35**

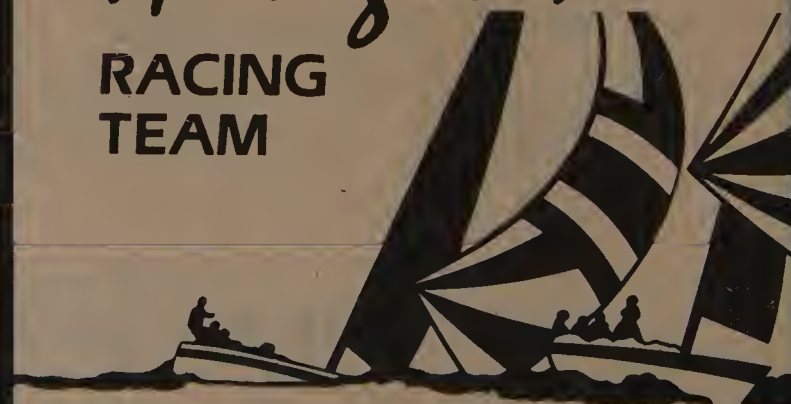
and a large variety of Custom Yachts

"APOLLO" awaits you.

**Also available are  
individual crew positions on Mid-winters!**

*Horizons*

**RACING  
TEAM**



**(415) 521-5370 • Mariner Square • Alameda**





# **Season's Greetings,**

**The entire staff of  
Trans-Pak Insurance would  
like to take this opportunity  
to thank all of our customers  
for making 1983 our  
most successful year.  
Best of Wishes for 1984**

**Happy Holidays  
Trans-Pak Insurance Agency, Inc.**

**P.O. Box 158, San Leandro, CA 94577 • (415) 483-8804**



1 9 8 4

# INTERNATIONAL BOAT SHOW

JANUARY 6 - 15  
MOSCONE  
CENTER  
SAN FRANCISCO

Time:  
Monday thru Friday: Noon-10 p.m.  
Saturday: 10 a.m.-10 p.m.  
Sunday: 10 a.m.-6 p.m.

Admission:  
Adults: \$4.00  
Children 6-12 years: \$1.00  
Children 5 years & under free

Save \$1.00 off each adult admission with this ad.

Discount coupons available at participating marine dealers.

Sponsored and produced by The Northern California Marine Association,  
2270 Livingston St., Suite 208, Oakland, CA 94606





# CALENDAR

## Non-Racing

**December 2** — Kick Off Party for the 1984 Pacific Cup race. 8 p.m. at the Ballena Bay YC. R.C. Kampe, (415) 332-2319 or 883-3604 (e), or Phyllis Ware, (415) 435-1518.

**December 3** — Newport 28 one-design annual meeting to discuss cruises for next year, bylaws, and election of officers. 5 p.m. meeting, dinner at 7. \$5. Shirley Housely, (415) 454-7568 (e) or 622-6283 (d).

**December 3** — Christmas Yacht Parade on the Oakland-Alameda Estuary, 6 p.m. at Jack London Square. Decorated power and sailboats in seven categories with entries from U.S. Power Squadrons, Coast Guard Auxiliary, yacht clubs, yacht dealers, and other groups. For further information, call Bob Middleton at (415) 839-7488 or Jo Ann Morse, (415) 763-2691.

**December 4** — Cass' Marina Winter Seminar on "Problems at Sea" with PBS "Under Sail" segment, 2-5 p.m. Dec. 7 — South Pacific Night, 7 p.m. Dec. 11 — Sailing as a Visual Experience, 2-5 p.m. January 18 and 25 Wednesday night seminar, topics to be determined. \$5 at door. Call (415) 332-6789 for further information.

**December 5** — First of three Spanish classes offered by sailor and teacher Tricia Kendall. Basic conversation and specific vocabulary for boat repairs, charts and other cruising necessities. Also December 12 and 19. 7-9 p.m. at the Sausalito Rec Center. \$5 per class. (415) 331-5249.

**December 10** — 21st Annual Marina del Rey Christmas Boat Parade with Olympic gold medal winner, Mark Spitz, leading the process of yachts as Grand Marshal. (213) 821-7614.

**December 14** — Singlehanded Sailing Society TransPac Seminar on self-steering gear and autopilots with Rick Clopton and Hans Berwal giving demonstrations of windvanes and autopilots. Oakland YC, 7:30 p.m. Ants Uiga, (415) 326-6741 (d) or 658-1194 (e).

**December 15** — Bay Area Boaters (B.A.B.) meeting to discuss liveaboards and the threat posed by the BCDC Staff Report, 7:30 p.m. at the Metropolitan YC, Oakland. (415) 366-0544.

**December 17** — Sunset Sailing Seminar from 2:30-5 p.m. Individualized instruction on C-15's by the UC Aquatic Center at the Berkeley Marina. \$15. Call California Adventures, (415) 642-4000 for more information.

**January 1** — 13th annual rounding of Alameda sponsored by the Metropolitan YC, open to any boat not drawing more than seven feet. 9 a.m. start through three bridge openings to the Aeolian YC for food and drinks before catching the tide and proceeding through the channel. Open house at the Metropolitan YC all afternoon. Dr. Charles Ormond, (415) 444-3678.

**January 6-15** — NCMA International Boat Show at the Moscone Center, San Francisco. Over \$10 million in boats, motors and etc., with over 300 manufacturers represented. Carol Ramey, (415) 436-4664.

**January 13-22** — San Francisco Sports and Boat Show at the Cow Palace. (415) 931-2500.

**January 28** — First of three seminars for preparing for the Pacific Cup Race. Topics on provisioning, electronics, first aid, sail selection and more. Held at the Ballena Bay YC and open to anyone. Also February 4 and 18. \$35 per seminar, or \$90 for series — includes lunch, coffee and doughnuts. (415) 523-0612.

## Racing

**December 3** — America's Cup video to be shown at the Sausalito Cruising Club following dinner at 5:30 p.m. Video tapes of that day's Cruising Club's midwinter race will be shown immediately following the race. (415) 332-9349.

## ENGINES—ENGINES—ENGINES WINTER SALE

NEW  DIESELS

BEST  
PRICES IN  
CALIFORNIA



IN STOCK:  
2QM15

			LIST	SALE
★ 2QM15	15 hp	320 lbs	\$3162	\$2590
More Models At Comparable Prices				

DIESELS  
SLASHED

NEW  Perkins  
engines

			LIST	SALE
★ 4.108	51 hp	464 lbs	\$4927	\$4380
Many Models At Sale Prices				

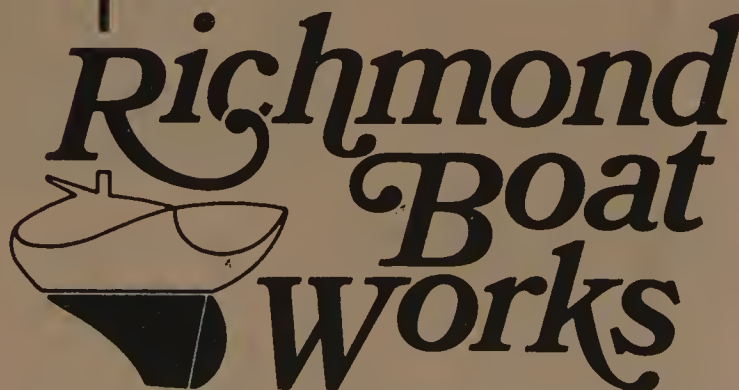
REBUILT  Universal

★ ATOMIC 4 SALE PRICE \$1750

### QUALITY SERVICE FOR YOUR CLASSIC OR CONTEMPORARY YACHT

Complete: Keel • Hull • Paint • Spars & Riggings • Electronics • Hardware • Engines

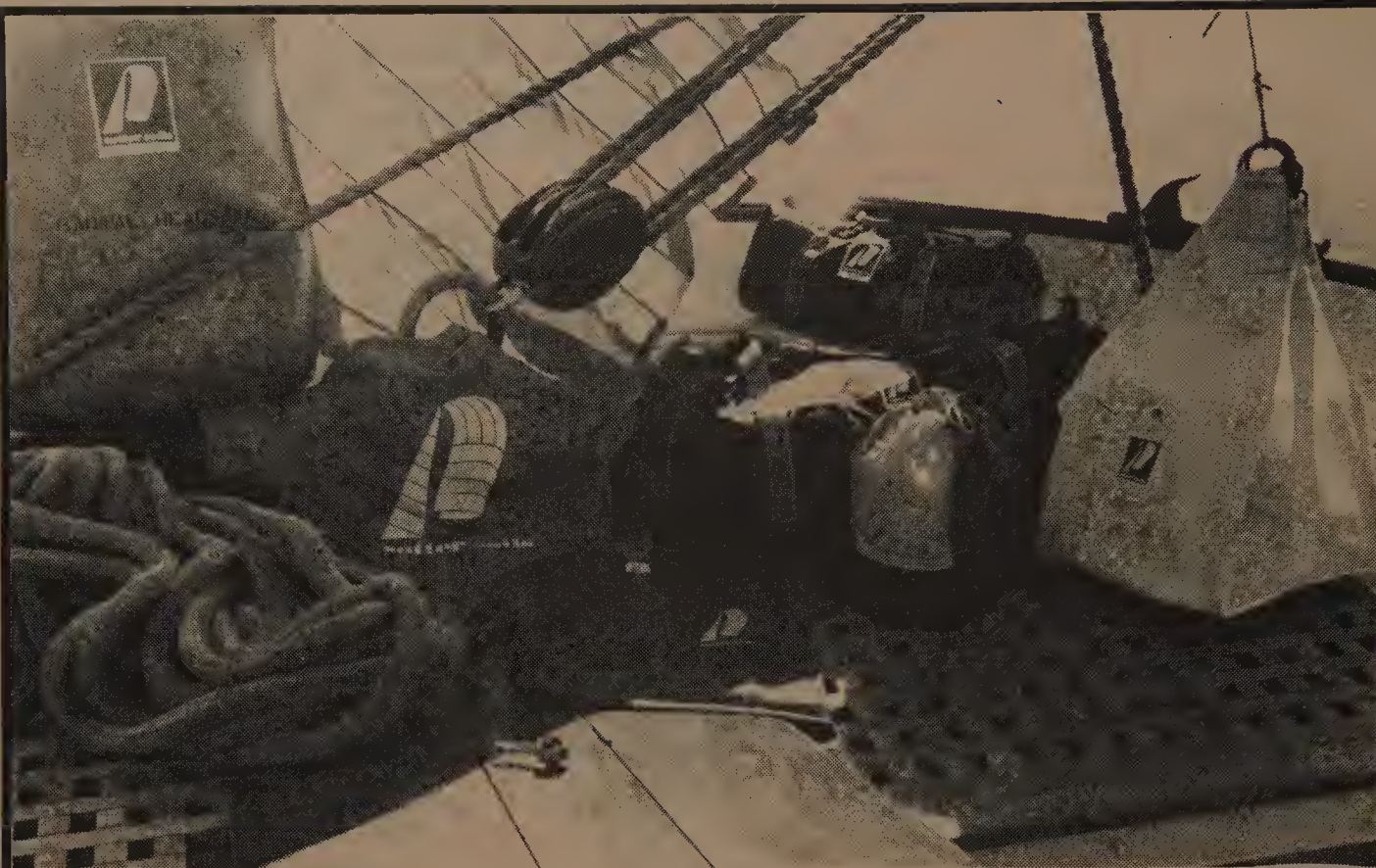
Repair / Sales for: Universal Atomic •  
Volvo Penta • Westerbeke • Pathfinder •  
Perkins • GMC • Detroit • Caterpillar •

 **Richmond  
Boat  
Works**

CONTACT MIKE HALEY (415) 232-5800  
616 W. CUTTING BLVD • RICHMOND, CA 94804

★ Your installation at RICHMOND BOAT WORKS. Price Plus Accessories and Installation. Your Old Engine In Exchange. On Rebuilds Exchange Core Must Be Acceptable.





- ★ Men's T-shirts  
\$8.50
- ★ Women's T-shirts  
\$8.50
- ★ Duffle Bags  
\$23.00 to \$31.00
- ★ Sail Repair Kits  
\$74.95
- ★ Bosun's Chair  
\$69.95
- ★ SAILS ★  
Winter Discount  
in Effect

## SANTA SUTTER'S GIFT IDEAS

Harbor Drive Sausalito California 94965

(415) 332-2510



# SUPER CHRISTMAS DISCOUNT SALE!

**SAVE \$\$\$**

We Are The Largest  
Inflatable Dealer in  
the U.S.A.



**SAVE \$\$\$**

See Us at the S.F.  
Sport & Boat Show,  
Booth 605, Jan. 13-22

## 25% OFF EVERY INFLATABLE IN STOCK

Through December 20th, 1983

Save on *Mercury* and *Suzuki* outboards

WE CARRY: *Zodiac, Metzeler, Ampac, Nova, ZED, Bombard & Campways* Inflatables

**U.S. YACHT BUREAU**

623 Main Street, Redwood City, CA 94063

(415) 367-1272



# CALENDAR

**December 26** — Sydney-Hobart Race. The classic Down Under ocean race. Sydney, Australia.

**December 21-28** — Star Commodore and Bacardi Cup, Miami, Florida. An Olympic warm-up, complete with hot toddies.

**December 28** — San Diego to Manzanillo Race. Record turnout expected for this IOR run to the sun followed by MEXORC. (619) 222-1103.

**January 21** — 11th annual Berkeley YC Chowder race. Second of three races, open to anyone — a fun affair with hors d'oeuvres. Bobbi Tosse, (415) 939-9885.

**January 22** — San Francisco YC/Women's Racing Association Race. Contact Marcia Peck for further information, (415) 435-4821.

**January 28** — YRA Race Management Committee Seminar. 9 a.m. at the St. Francis YC. (415) 771-9500.

LATITUDE 38/JOANNE



## Midwinter Series

Metropolitan YC: 771-9500

12/10-11, 1/14-15, 2/11-12

Golden Gate YC: 771-9500

12/4, 1/8, 2/5, 3/5 (make-up date)

Corinthian YC: 331-8379

12/17, 1/21, 2/18-19

Sausalito Cruising Club: 332-9349

12/3, 1/7, 2/4, 2/25, 3/3, 3/27

Richmond YC: (707) 642-9870

12/18, 1/29, 2/26

Sausalito YC: 332-7400

12/11, 1/15, 2/12, 3/11

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

## “DRATS DOUBLE DRATS”



## “Department of Ripped and Tattered Sails”

Now is a good time to bring in your sails and cover repairs! Why not be ready for winter! When spring comes you'll be ready to sail.

*Beat the Rush* — let Linda Coffey of “Drats” help you to be one step ahead of the other guys.

**CHRISTMAS OPEN HOUSE 2 P.M.**

*Wednesday, December 21st*

*Closed December 22nd until January 2nd*

## HOGIN SAILS



Dealers for KAYZEE Headfoil  
*Traditional Bronze Hardware*

In the Alameda Marina at  
1801-D Clement Avenue  
Alameda, CA 94501  
(415) 523-4388

Mon-Fri 9 a.m.-5 p.m. Sat 10 a.m.-2 p.m.



# George E. Butler Co.

## THE LARGEST & MOST COMPLETE NAUTICAL LIBRARY IN THE BAY AREA

- ★ WORLDWIDE CHARTS
- GOVERNMENT PUBLICATIONS
- CELESTIAL NAVIGATION • FICTION
- NON-FICTION • FIRST AID • SURVIVAL
- SAILING • CRUISING GUIDES • RACING ALMANACS
- H.O. PUBLICATIONS • CHARTERING • ELECTRONICS
- REPAIR • MULTI-LANGUAGE DICTIONARIES
- TIDAL CURRENTS • INSURANCE
- AND MANY, MANY MORE . . .



## THE PACIFIC COAST'S LEADING NAUTICAL INSTRUMENT HOUSE

- SEXTANTS • CLOCKS
- CHRONOMETERS • COMPASSES
- WATCHES • PLOTTING EQUIPMENT
- BAROGRAPHS • BAROMETERS
- STOPWATCHES
- AND MORE!



EXPERT SERVICE & REPAIR OF  
CLOCKS, COMPASSES, SEXTANTS,  
BAROMETERS

## Reefer Rule

Winner of the  
**YACHTING MONTHLY**  
Royal Cruising Club  
CENTENARY DESIGN COMPETITION



## THE NEW STANDARD OF EXCELLENCE

SWAROVSKI™ SL Series  
7x50 Marine Binoculars

Lightweight • Waterproof  
Shock & Corrosion Resistant

They even float with SWAROVSKI's  
Flourescent orange float strap.  
Contoured grip & non-slip shell.  
Perfect for all types of boating.

Superb Optics &

Superior Performance —

Even Under the

Most Unfavorable Conditions.

*That's why discerning  
yachtsmen select SWAROVSKI!!*



**(415) 421-8454**

633 Battery Street, San Francisco, CA 94111



# LETTERS

## □MR. BRUNETTE, WE SALUTE YOU

Normally the loss of a dinghy is not newsworthy, but I believe your readers may find my experience unusual.

Last spring when some of the members of the Berkeley YC began to organize a cruise to the Channel Islands, my wife and I were interested in going. We were not sure we would be able to go, but we decided to equip and prepare our boat as a first positive step. One of the first things we purchased was an inflatable dinghy and a motor, which would be easier to transport than the wood dinghy I used around the Bay. I thought it prudent to have it licensed, so I painted the CF numbers on boards which I hung from the sides of the raft.

Happily things went well and when departure time rolled around in August we had the boat ready to go and a month's vacation arranged. Seven boats from the club made the trip at various times. Each boat set its own schedule on the trip down, some harbor hopping and others going straight through. Once in Santa Barbara Channel we tried to establish contact with other boats from the Berkeley YC by radio and arrange get-togethers at one of the harbors on the islands.

On September 2, four boats from our group were anchored in Smugglers Cove on the southeast side of Santa Cruz Island. In the evening we all gathered on one of the boats to talk about the cruise and share experiences. When we arrived, we tied up the dinghy to the side of the boat. A couple of hours later when I went to get it to return to our boat, I found it was missing. A frantic search followed. Nobody saw it leave so we had no idea how long it had been gone. It was only about 8 p.m., but already dark and there was no moon. A light breeze was blowing toward the southeast and away from land. All the conditions were against us and our search was in vain. I gave up hope of ever seeing our dinghy and motor again — whether someone found it or not.

You can imagine my surprise and joy when on returning home a couple of weeks later I found a letter from a complete stranger waiting for me, saying he had found my dinghy and would await my instructions regarding what I wished him to do with it. Mr. Brunette was fishing about fifteen miles southeast of Anacapa Island when he came across our raft on its way to Australia all by itself. He captured it and took the trouble to locate me through the CF numbers, which were still attached. Thanks to him I once again have my dinghy and motor. I find a great deal of consolation in knowing there are still people who live by such a high code of conduct. If anyone in Ojai area of California has need of a very honest plumber, I heartily recommend Mr. Brunette of the L.B. Plumbing Company.

As for the trip, my wife and I found it rather arduous. We were alone on the boat, it is a long distance between ports, and a sailboat travels rather slowly. At the islands there was more wind and the anchorages were less well protected than we had expected, so the boat rolled most of the time while at anchor. Rocker stoppers would have been useful. One of the nicest episodes of our trip was our visit to Ventura where we stayed at the new Ventura West Marina. They gave visitors three nights free berthing and that included water, power and the use of new restrooms with showers and plenty of hot water. After a week on the boat at the islands that kind of hospitality was appreciated.

We enjoy your magazine. Keep up the good work. How about a few more copies for the Berkeley YC? They seem to deplete their supply there very quickly.

Bill Breslin  
El Cerrito

## For Christmas Gifts Set Your Course for ... ... JOE HARRIS!

**Alonis®**

### SOUTHERN CROSS

Our newest sweater hails from New Zealand. Tight knit, close fitting & made from hearty New Zealand worsted wool, the Southern Cross is a sweater to layer on top when it turns cool or to wear underneath when bundling up. Nautical stripes, vibrant colors & authentic boat neck make Southern Cross an exciting & attractive sweater.



### OVER THE SOCK

11" or 14" (black only) high boot. Flexible lightweight & rubber soled, easy-on, easy-off.

### CANVAS SPERRY TOPSIDERS

The Canvas Oxford was the 1st Sperry Top-sider. Even today, its clean lines & classic look have never gone out of style.



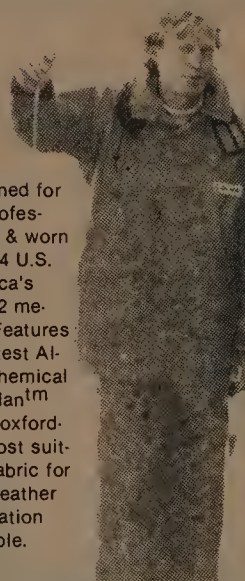
### DOCKSIDES

Available in Brown, Navy & Suede

### PROSUIT by



Designed for the professional & worn by all 4 U.S. America's Cup 12 meters. Features the latest Allied Chemical Caprolan™ nylon oxford: the most suitable fabric for foul weather application available.



### LIFA by Helly-Hansen

### POLYPROPYLENE UNDERWEAR

This revolutionary polypropylene underwear allows body heat to force perspiration thru the knit, yet keeps your body warm. Light, porous LIFA stays dry no matter how much you perspire. You'll never feel chilled wearing LIFA.

Our Fine Selection  
of Nautical Accessories  
Includes:

- belts•ties•brass•
- jackets•sweaters•shirts•
- shoes•socks•slacks•
- peacoats•CPO shirts•
- blazers•much, much more•



SINCE 1885  
199 Second St., San Francisco  
(415) 986-2090

Hours: 9 am-5:30 pm M-F  
9 am-2:00 pm Sat

SEE US  
AT THE





# Cow Palace & Moscone Center **Boat Show Special**

With this ad



SI-TEX/KODEN MODEL 787

**\$949** - **World's smallest Loran C receiver**

- Large LCD displays
- Eight-position memory
- Less than 1/2-amp power drain
- Non-volatile memory
- Two preset notch filters
- Size: 5 3/4" x 6 1/2" x 3"
- Model 787C also available



MODEL SH-1

## THREE-RANGE FLASHER

- \$119**
- Three ranges: 0-30'; 0-60'; 0-120'
  - Large 3" diameter range scale
  - Super-bright LED display
  - Automatic gain control
  - Easy to operate
  - Power output: 50 watts RMS (400 watts peak-to-peak)
  - Case: 4 3/4" high x 6" wide x 2 1/4" deep (4" with built-in sunshield)
  - Includes matching high-speed transducer



## Model FL-5 New, three-color depth sounder.

- \$229**
- Strong echoes in red, medium in blue and weak in green
  - Five ranges — both feet and fathoms
  - 0-20 feet/fathoms on first range
  - 0-100 feet/fathoms on last range
  - 50 watts effective power (400 watts peak)
  - Audible alarm
  - Matching transducer

200 Harbor Dr.  
Sausalito, CA 94965  
(415) 332-5086



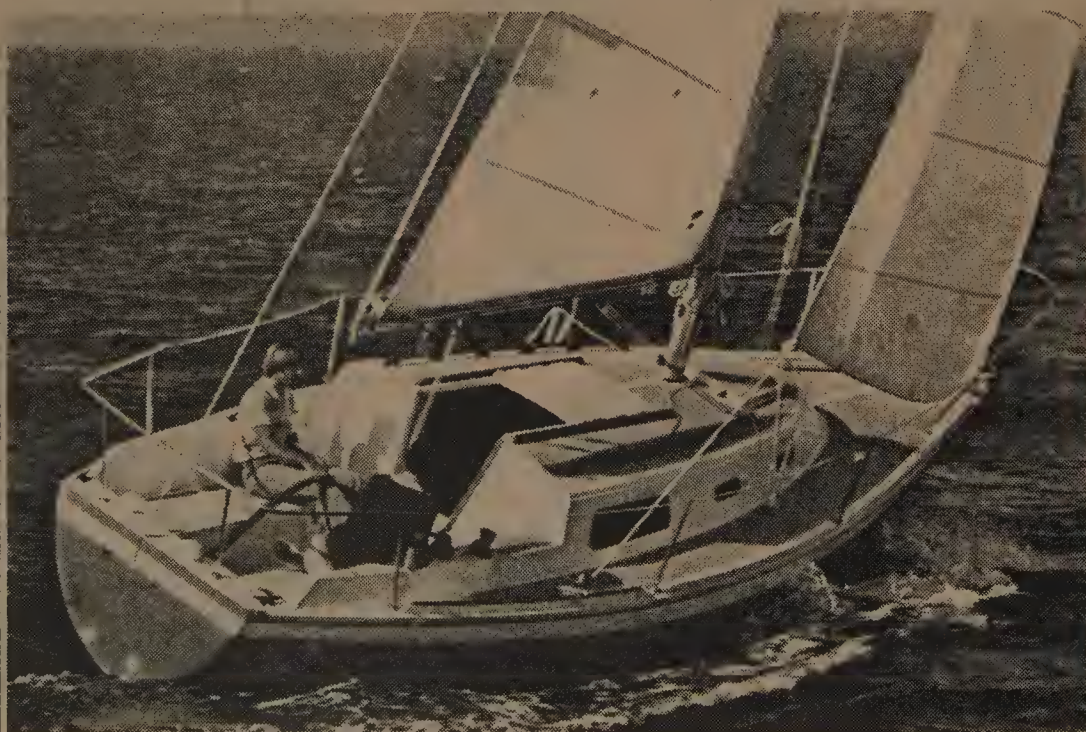
**Maritime Electronics**  
Complete Sales / Service / Installation / Repair  
"We Make Boat Calls"

1539 Winchester Blvd.  
San Jose, CA 95128  
(408) 378-0400

# Donate your boat to the Sea Explorers

## Power or Sail

- Your donation is tax-deductible. Let us show you the attractive value and speedy transfer that we can arrange.
- Eliminate broker fees, advertising and berthing.
- Help instill the love of the sea and boating into the youth who participate in sea exploring. Sea Explorers are looking for any craft, power, or sail, in serviceable condition.




**Contact:**  
**Dave Dunakin,**  
**(415) 638-3600**



Sea Scout Division      San Francisco Bay Area Council



# HORIZON



Problems? S.O.S. Booth 620  
Moscone Boat Show January 6-15

*World Class Sails Built At Your Local Loft*

- Help with any sail regardless of make
- Personalized service
- We come to your boat by appointment
- Written evaluation\*

Sail

Optimizer

**S.O.S.** will help - Call us at:  
Outside the Area-Toll Free **800/824-2992**  
In the Bay Area **415/261-6556**

Service

\* \$15 fee - will apply to repair or purchase

HORIZON

SAN FRANCISCO

2220 LIVINGSTON STREET

OAKLAND, CA 94606





**"I need about \$85,000 for the new boat."**

**"You want it Monday or Tuesday?"**

Chase marine loans come about faster. Because we're experienced in marine financing. We make it possible to purchase the boat you want whether it's large or small, new or used, power or sail. And if this is your maiden voyage, we'll even arrange the Coast Guard documentation as well.

Because Chase is world class all the way. We cater to a very special kind of customer, accustomed to fast, flexible and, above all, very personal service. That's why our loan amounts are among the highest. Why our terms are longer—up to 15 years. And while some lenders shop out their loans, we finance our own loans. So you never have to worry how many "sources" may be reviewing your confidential application.

Talk to a Chase vice president. Each one is a decision-maker with the authority to get you the loan you need and arrange exactly the terms you want. No committees. No delays.

And our rates are competitive. We have about the best down payment terms on luxury yachts you'll find. We offer you a choice of fixed or variable financing. All on a simple interest basis which could save you even more money.

*See what we mean by smooth sailing. Chart a course for Chase by phoning 856-8585 in Palo Alto or 947-1311 in Walnut Creek. If you qualify, we will personally see to it that you get the yacht financing that's right for you.*



**CHASE**

**Chase Manhattan  
of California**

3 Palo Alto Square  
Palo Alto, California 94304  
(415) 856-8585

Fill in this coupon for a marine loan application and more information on all the financing available to you at Chase.

1600 So. Main Plaza—Suite 185  
Walnut Creek, California 94596  
(415) 947-1311

Name

Street

City  State  Zip

Home Phone  Business Phone

L-12

**Chase. For the credit you deserve.**

A typical 15-year \$85,000 fixed rate loan has 180 equal monthly payments of \$1132.51 at an annual percentage rate of 14.00% (for variable rate loans, the annual percentage rate may be increased during the life of the loan). A Chase marine loan is secured by the vessel. Chase Manhattan Financial Services, Inc. ©1983 The Chase Manhattan Corporation.



# LETTERS

## □ VERY HELPFUL

Your edition of July 1983 was sent to me by the people at Scanmar Marine — I purchased a Sailomat windvane through them.

I must confess I was not aware of *Latitude 38*. I sail out of Stonington, Connecticut, and I guess I was just a "provincial" Easterner! Last year when shipping some parts to me, the owners of Scanmar enclosed a few of the issues — and not as packing material! Ever since then every time we need something, we ask that some issues be enclosed. A super magazine!

I am writing in answer to one of the Letters in the issue looking for information on a sailing dictionary. I have found *Yachtsman's Eight Language Dictionary* to be very helpful. We were truly desperate on arriving at Easter Island with no chart, in 40 knots of breeze, and no Spanish dictionary on the boat. No problem — all that was needed to get us anchored was in the dictionary! The book is published by John de Graff, dated 1977, Clinton Corners New York and edited by Barbar Webb. The languages covered are English, French, German, Dutch, Danish, Italian, Spanish and Portuguese.

For further information *L'Affaire* is a Swan 43. I am the skipper and sail with a friend and navigator named Mel Jackson. We left Stonington October 1981 and have done the "highway" of Caribbean, Panama Canal, Easter Island, Pitcairn, Gambier Islands, Tahiti, etc. We spent last hurricane season in New Zealand, and this one will be in New Guinea. When I purchased her in January 1977, she had won first in her class in the June 1976 Newport/Bermuda race as *Circe*. Now "out to pasture" as a great cruising boat, she's no problem for two to handle.

Leonore Enken

Kimbe, New Britain, Papua, New Guinea

## □ REQUEST ANSWERED

In the October *Changes in Latitudes* Commodore Tompkins put out a request that someone write a book concerning what happens to cruisers social relations. During our three year cruise of the Pacific we and many others expressed this same wish — because in the beginning, none of us really understood the realities of cruising. Therefore, I decided to write the book — which I have just finished — titled *Ocean Liberty*. It should be published by the spring.

Incidentally, we here in the Long Beach area believe that you publish the best cruising magazine on the market today. And come the first of each month there's a race to our local marine store to be sure we get a copy.

Jacquie Ashmead Grimes  
Yacht *Seafree*  
Seal Beach

Jacquie — We'll be looking forward to your book.

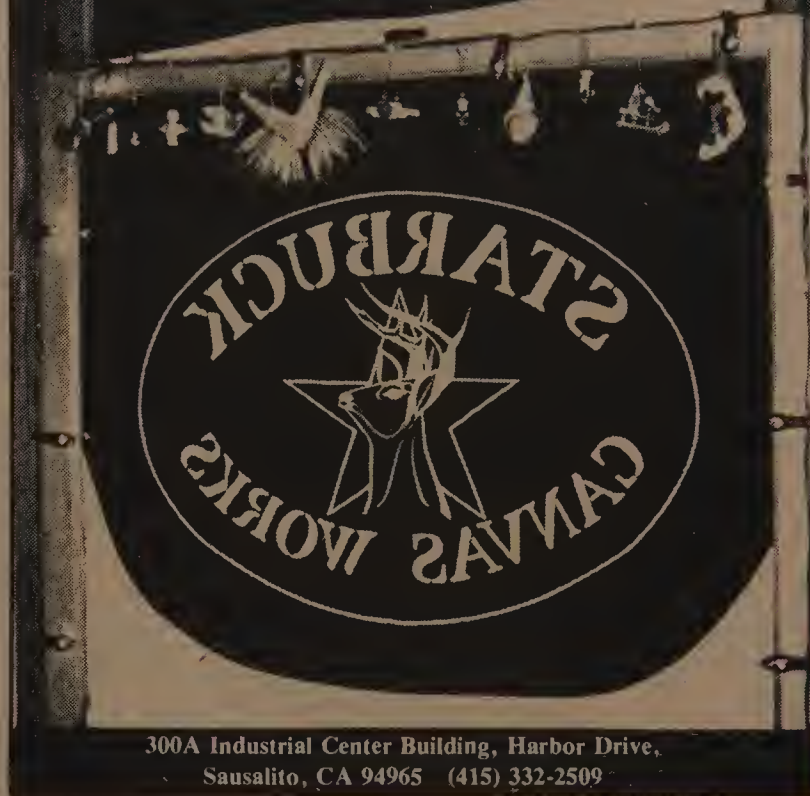
Incidentally if you read *Changes in Latitudes* in Volume 77, you might have learned you'll be getting some competition. Susan Campbell of the 47-ft trimaran *Bamboo* will have a sequel to her *The Couples Journey* published next year. Apparently much of it will be based on what she has observed while out cruising in the South Pacific this last year.

## □ PORT SONOMA UPDATE

I appreciate your printing of my response to a disgruntled tenant at the Port Sonoma Marina. Since you stated in your comments that you will be monitoring the situation for your readers, I would like to submit this progress report for your information.

Thanks to a great deal of cooperation from the previous owner of Port Sonoma, the legal dispute which was delaying improvements

HOPING THIS SEASON  
YOU HAVE MANY  
REASONS FOR HAPPINESS —  
MERRY CHRISTMAS  
PAULA THOM ALDRED



Electro Marine Systems Inc.

### MDL BU25K KNOTMETER.

The basic instrument on all yachts for navigation sail-trim & efficiency. This highly accurate k.m. requires no power — only 2 wires from the turbo transmitter for hookup. Once installed, it operates year after year requiring no maintenance. The turbo transmitter can be removed while afloat for cleaning if necessary.



### SPECIAL

\$99.95

1 year  
warranty

MERRY CHRISTMAS  
FROM ALL OF US AT  
AL'S MARINE STORE

**AL'S**  
**MARINE STORE**  
**PETE'S HARBOR, REDWOOD CITY**

Foot of Whipple Avenue

**364-0288**

Open 8-6 M-F / 8-5 Sat.-Sun.





# Christmas Specials

The Foredeck 11373 Folsom Blvd., Rancho Cordova, CA Tues.-Fri. 10-6, Sat. 9-6, Sun. Closed (916) 635-1932

Vallejo Marine • 2430 Sonoma Blvd., Vallejo, CA 94590 • Tues.-Sat. 9-5:30 Closed Sun.-Mon. • (707) 643-7179

Marin Marine • 300 Harbor Dr., Sausalito, CA 95964 • Monday-Sunday 9-5:30 • (415) 332-5172

Marine Market Place • 2029 Old Middlefield Way, Mountain View, CA 94040 • Mon.-Fri. 10-6 Sat. 9-5 • (415) 961-3940

## DAVIS INSTRUMENTS

### HAND BEARING COMPASS

No. 211 List \$22.95  
SALE \$17.99  
No. 215 Illuminated  
List \$29.95 SALE \$23.50



### CHARTING KIT

A choice selection of navigational tools to make your chart work easy. An excellent gift idea.

SALE \$21.95



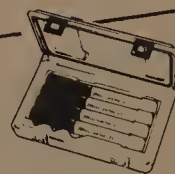
List \$27.95

## Olin

### MARINE SIGNAL KITS

LOCATER • 4 hand held red distress flares • water-tight floating case. List \$18.00

SALE \$14.50



ALERTER • 12-gauge launcher with bandolier holding 3 12-gauge meteors. List \$24.95

SALE \$19.95

## AMERICA'S CUP



### EXPLORER FLOAT COAT

Super soft comfort with safety nylon zippers, velcro storm flap front, pockets and zippered hood.

LIST \$126.00 SALE \$89.95



100% Stainless Steel with adjustable grill & temperature control for all types of cooking, roasting, and baking. List \$99.50

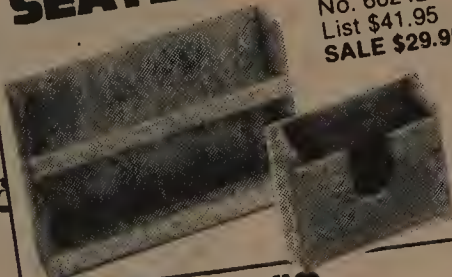
### MARINE KETTLE BARBEQUE

SALE \$75.00



STANCHION MOUNT ... \$19.99

## SEATEAK



MAGAZINE RACK  
No. 60242  
List \$41.95  
SALE \$29.95



BINOCULAR RACK  
No. 60302  
List \$19.95  
SALE \$13.95

SEA HAWK 24  
The Sea Hawk is a precisely tuned radio that delivers performance second to none. It's housed in a non-corrosive plastic case with adjustable bracket. A quality radio throughout!

LIST \$349.95 SALE \$199.95



### SEA HAWK 88

90 channel programmable scanning marine radio featuring all U.S. and International channels. Built-in hailer/intercom. List \$649.95 SALE \$399.95



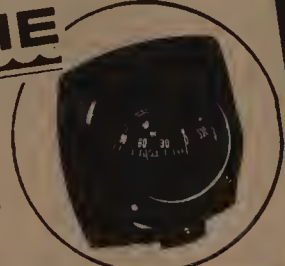
## DAVIS SEXTANT

MARK 15  
Micrometer Master  
List \$95.00 SALE \$75.00  
MARK 20  
Illuminated  
List \$125.00 SALE \$99.50



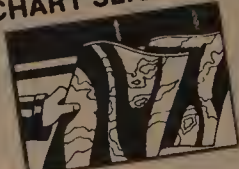
## HELMSMAN SERIES COMPASS

Designed for accuracy, dependability, and craftsmanship. Bulkhead mount. No. HV-77. List \$105.00  
SALE \$77.99  
BRACKET MOUNT  
No. HB-70 List \$95.00 SALE \$69.99



## RITCHIE

### CHART SLICKERS



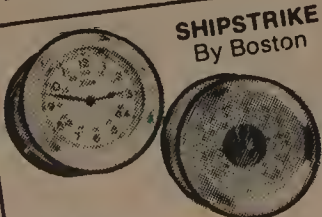
Protect all your valuable charts. Keep them dry, clean, and ripple free. List \$5.95  
SALE \$4.69

## SUN SHOWER®



2 1/2 GAL.  
List \$14.95  
SALE \$11.50

5 GAL.  
List \$19.95  
SALE \$15.50



### SHIPSTRIKE By Boston

### SOLID BRASS CLOCK

Precision built for serviceability and accuracy. 4 1/2" dial. No. 40006.

List \$275.00 SALE \$224.95

BAROMETER  
No. 40017. List \$225.00  
SALE \$184.95

Also available:  
NEWPORT Series. 4 1/2" dia.

CLOCK No. 40069. List \$125.00 SALE \$102.95  
BAROMETER No. 40071. List \$145.00 SALE \$118.95

Supplies limited to stock on hand  
Offer expires December 31, 1983



# LETTERS

was resolved on September 30, 1983.

The improvements to Highway 37 at the entrance to Port Sonoma have commenced and are expected to be completed by October 21, 1983. This consists of acceleration lanes to conform to Cal-Trans standards. Upon completion, our contractor will commence the repairs to 4,000 feet of frontage road and parking lots which should make the entire entrance road like new. Engineering and surveying are underway at present.

We have been removing dirt from our spoils disposal site for approximately four weeks in preparation for dredging and the site now has adequate storage capacity. Hydrographic surveys, necessary to properly evaluate dredging proposals, have been ordered by our consulting engineer.

Port Sonoma will be expanding its berthage by approximately 200 new slips as demand dictates, 40 of which will be available shortly. We intend to move existing tenants with the worst dredging problem to these berths until dredging is complete. A total of 80 new berths will be available in the near future.

Thanks to years of work by the previous owner, I have received a set of working drawings for the Charthouse Restaurant. I understand that construction bids are expected back by October 20th.

We invite the editorial staff to visit our "new marina" to view the progress first hand along with any of your readers. It appears that major improvements, so long delayed, will soon become reality and the project will resume its development.

Lastly, our thanks to those tenants who patiently stayed with the marina. Their patronage is sincerely appreciated.

Eric J. Almquist  
Vice President  
DHA Realty Corporation  
Sacramento

*Readers — On November 22 we checked up on some of Eric's promises. We can report that although rains held up work on the Highway 37 access, 99 percent of that work has been completed. The 4,000-foot frontage road repair job is out for bid and the selection of the dredging contractor will take place on December 1.*

*Forty of the 80 new docks in the marina basin have been completed and will be available in December. (See the ad running in this issue).*

*The lease for the Charthouse restaurant was signed earlier in November, the building permits have been picked up, and this "real plus" for Port Sonoma should be open by the beginning of summer.*

## □ SOUTH FOR THE WINTER

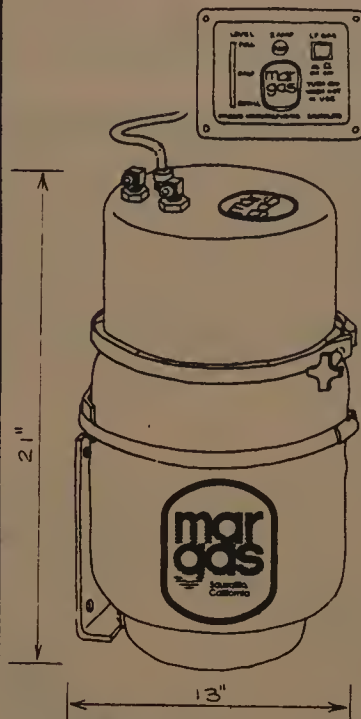
The San Francisco Pelican Fleet is home for the winter months after spending the summer in the San Juans — Clark, Patos, Stewart, Turn and Cypress islands. Besides the San Juans, Pelicans cruised the Canadian Gulf Islands, Desolation Sound, Jervis Inlet and Hotham Sound.

We returned to Hotham after a ten year absence to find a lot more boats and a lot less oysters. There was still plenty left, just not as thick. There should be a law against float planes. Some guy commuted in one off a boat at Hotham for the week we were there.

The Sound water was 70 degrees — great for swimming. We had a small hidden campsite near Harmony Island with a bathtub fed by a cold mountain stream. It kept the beer and pop cold, and helped wash the salt off after swimming. We fished, daysailed, clammed and ate oysters to our heart's content. Had a difficult time getting back in the mood to work after this trip.

The fleet is planning a trip to Baja and would appreciate any infor-

## NOW AVAILABLE Margas Safety Cylinder BRING PROPANE ABOARD SAFELY



- ★ The Margas System is a self-contained propane storage system providing enhanced safety and convenience.
- ★ Unique containment cap eliminates the need for expensive custom enclosures or boxes.
- ★ Complete & assembled system — tested & ready to install.
- ★ Solenoid switch panel indicates fuel level at a glance. Why run out of gas while cooking?
- ★ Isn't it about time you join knowledgeable yachtsmen worldwide & choose LP gas for your boat?
- ★ Dealer Inquiries Invited.

## margas manufacturing

A division of Edinger Marine

399 Harbor Drive, Sausalito, CA 94965

(415) 332-3780

(415) 332-8302

## FREE SET OF COCKPIT CUSHIONS!



## WITH A FULL SET OF INTERIOR CUSHIONS

## OFFER GOOD THROUGH DECEMBER 31, 1983

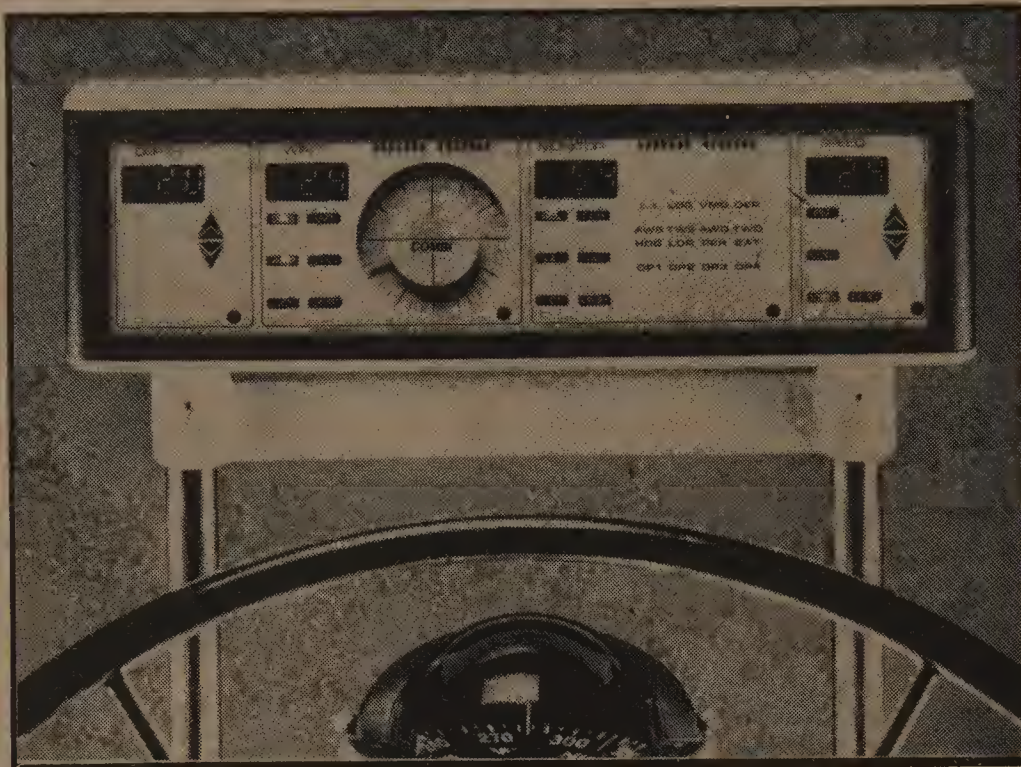
## FREE ESTIMATES

210 HARBOR DRIVE, SAUSALITO, CA 94965  
CHRISTMAS GIFT CERTIFICATES AVAILABLE

(415) 332-3339



# STATE OF THE ART THE COMBI MARINE COMPUTER — MODEL 1600i



## A World of Information at a Touch

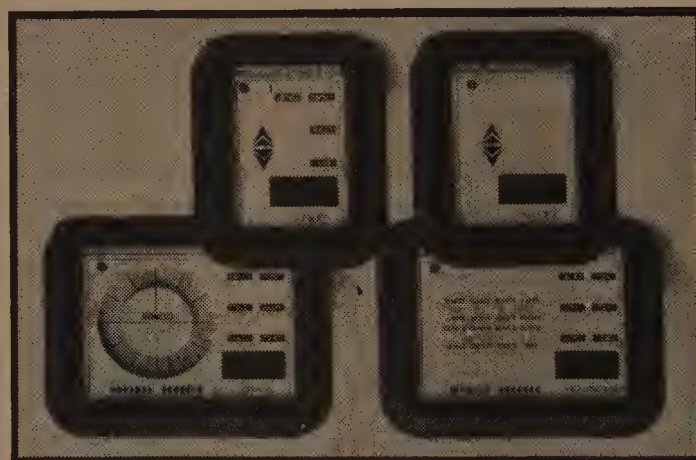
### THE MODULES

**The Depth Module** indicates distance to the bottom and has a trend indicator to show the rate of rise or fall of the bottom slope.

**The Speed Module** indicates boat speed through the water and has a trend indicator displaying increases or decreases. There is a variable damping switch and a log measuring distances to 100ths of a nautical mile. The speed and trend indicator can be switched to VMG, giving the helmsman his velocity made good directly into or away from the *true wind*.

**The Wind Module** consists of a digital read-out that displays, by the touch of a button, apparent wind speed or direction. There is a 360-degree azimuth indicator using a pointer that shows apparent or true wind direction. In addition, there is a lighted steering indicator to help the helmsman stay at a constant apparent wind angle. When the sails have been trimmed, another press of a button locks the instrument onto the apparent wind direction. As the boat wanders off course, a row of steering indicators (port and starboard) light up sequentially to show the direction and magnitude of course correction needed.

**The Monitor Module** can display any of the digital functions indicated on the Speed, Wind, or Depth sensors *plus* an additional eight functions. It allows upper and lower limits to be set on any function to alert the helmsman, navigator or crew. The alert may be in the form of a blinking display, an audio alarm, or by using the optional speech unit (a voice).



INDIVIDUAL MODELS

FOR REMOTE LOCATIONS

### STANDARD FEATURES:

Depth:	0.0-500 ft in 3 ranges
Depth Trend:	.75ft/sec
Boatspeed:	0.0-50.0 knots in 2 ranges
Boatspeed Trend:	.1-.4 knots/sec in 2 ranges
Log:	0.00-999 nautical miles in 3 ranges, permanent memory
Velocity Made Good (VMG):	0.0-25.0 knots
VMG Trend:	.1-.4 knots/sec in 2 ranges
Apparent Windspeed:	0-60 knots
Apparent Wind Direction:	0-180 degrees
True Wind Speed:	0-60 knots
True Wind Direction:	0-300 degrees with heading sensor
Apparent Wind Steering Director Indicator:	-14 to + 14 degrees
Adjustable	
Display Damping Factors:	Windspeed & wind direction, boatspeed
Upper & Lower Limit Alerts:	All functions
Data Retention:	Non-volatile 10-year memory
Display Range Selection:	Automatic



**International Marine Instruments, Inc.**

**Inter-Mark** 2415 Mariner Square Drive, Alameda, CA 94501 (415) 523-0391

**IMI/Pacific** 1682-A Langley Avenue, Irvine, CA 92714 (714) 261-5031



# LETTERS

mation on appropriate locations for small boat camping in the Sea of Cortez.

P.S. Had 21 Pelicans at the Santa Rosa Sailing Club Tomales Bay regatta. Best weather ever. A lot of people missed a great regatta.

Mike Harper  
National Secretary

Mike — We're not qualified to give any advice on small boat (Pelicans are 12 feet) camping in Baja. We would direct you to Dix Brow's Sea of Cortez Guide, a book directed primarily at the trailer-boater. It's \$19.95 and at most chandleries; a bit expensive, but a group purchase would ease the pain.

Interestingly enough we've just learned that Paradise Cay Yacht Sales has bought the rights to the Pelicans. They are offering the complete plans and construction manual for \$60 and welcome inquiries from boatbuilders who would like to acquire the license to build Pelicans outside of California. Call (415) 461-2152 for more information.

## □ TIN PANTS

Your interview with Margit Hind [of the BCDC] proved once more that we are being regulated to death on purely theoretical evidence.

I lived-aboard in Long Beach Marina for eight years, where we have about ten percent live-aboards. You are absolutely correct in saying that we don't want garbage in our yards. I lived in a slip that was mostly passed by the current running out of the basin, so I saw most of the trash. We got a few styrofoam cups and potato chip bags from Sunday sidewalkers, but most of the trash and dead animals came down from storm drains with the first rains. Fortunately this only lasts a few days.

The sewage control in Long Beach Marina is on the honor system, but I haven't seen a turd float by in years.

With thousands of boats and hundreds of live-aboards in very constricted Alamitos Bay, we have achieved an ecological balance. In the winter season, which corresponds to their migratory habits, we have a good population of scoters, terns, western grebes, common grebes, night herons, blue herons, loons, an occasional king fisher. One year we had brant. All but the brant feed on the fish which are thriving in the bay. The brant eat a grass that grows on the pilings and they are only helpful in proving that we do not have an excess of oil in the water.

That the birds, fish, and live-aboards are in harmony in Alamitos Bay prove our balance. It's proof that sewage control on the honor system and the dumping of grey water is compatible with wildlife.

I don't see how dishwashing liquid and shower soap and food particles can be a problem when they are all biodegradable. Instead of worrying about insignificant things like that, I think some of the government agencies should spend some of their resources investigating "yellow water". On a summer day in the outer Long Beach harbor there may be 25 boats sailing, each with three or four people and a marine sanitation device. But there will be 100,000 people on the beach drinking beer. About once an hour the beer drinkers on the beach get up and wade out into waist deep water, where they stand for three or four minutes with a silly grin on their face before returning to their beer and radios. Since I don't snorkel in that area, I have no proof of what they are doing, but I have a good guess.

Think how much better off our recreational waters would be if the government agencies would spend less time with the few boaters and instead require that all swimmers wear tin pants — and then set up inspection stations to check them.

**CALL  
US FOR:**  
•COMPETITIVE RATES  
•BLUE WATER TRIPS

## Yacht Insurance

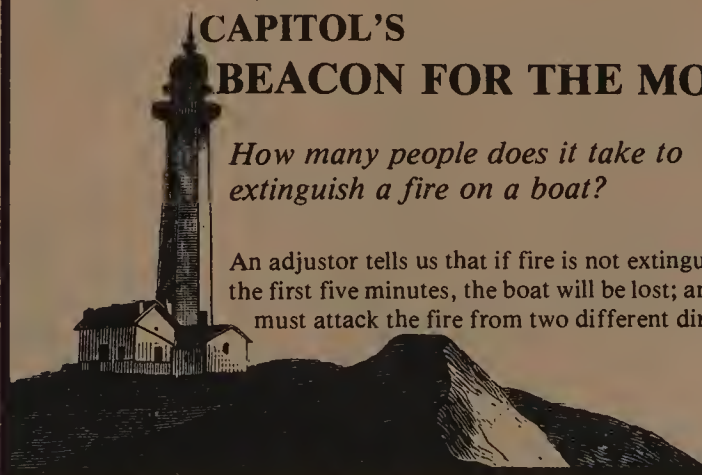
- MEXICAN YACHT INSURANCE
- DIRECT WITH  
LLOYD'S OF LONDON
- SAIL & POWER BOATS
- PREMIUM FINANCING

*Let Us Do Your  
Insurance Shopping For You!*

### CAPITOL'S BEACON FOR THE MONTH

*How many people does it take to  
extinguish a fire on a boat?*

An adjustor tells us that if fire is not extinguished in the first five minutes, the boat will be lost; and TWO must attack the fire from two different directions.



**(415) 981-8200**  
**CAPITOL WORKSHOP  
INSURANCE AGENCY**

Exclusive Agent for Classic Yacht Association

PEGGIE FOSTER

550 California Street, Suite #1130  
San Francisco, CA 94104



# For the Active Person



## Unique Christmas Gifts from **anchorage** MARINE

### Christmas Hours:

Open Thursday-Friday Nights Until 8 o'clock p.m. thru-out December — *Sausalito Store Only*

## New Expanded Clothing Department

RUGBY  
SHIRTS —  
100%  
Cotton



JACKETS

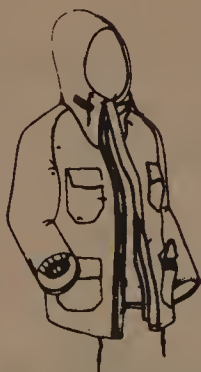


100% WOOL SWEATERS —  
From New Zealand  
and  
100% COTTON  
SWEATERS

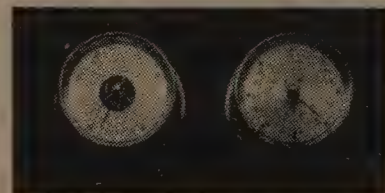


ATLANTIS  
SEAGEAR

•  
LINE 7  
Foul Weather  
Gear



MARINE CHELSEA  
CLOCKS  
Maximum Weather  
Instruments



COMPLETE NAUTICAL LIBRARY  
WORLDWIDE CHARTS  
• SAILING • CRUISE GUIDES •



WATCHES  
STOPWATCHES  
SEXTANTS • COMPASSES  
BAROMETERS



Timberland

TOPSIDERS



295 HARBOR DRIVE  
SAUSALITO, CA  
• (415) 332-2320 •

530 W. CUTTING BLVD.  
PT. RICHMOND, CA  
• (415) 237-4141 •

2415 MARINER SQUARE DR.  
ALAMEDA, CA  
• (415) 769-8200 •



# LETTERS

Ernie Copp  
Orient Star  
Suva, Viti Levo, Fiji

## ☐ PHOTOS PLEASE

Over the past few years, many boats have detoured over my way and taken pictures of my lugger *Gleaner* slashing across the Gate, reefed down with the spray flying. Some have even come close enough for me to holler, "Steve Osborn, Sausalito Fire Department!" But to date the only photos I have of her underway are either drifting about in force 0-1 or back in Richardson's Bay before I shook out the reefs.

I'm sure that anyone discerning enough to go out of their way to take a picture of an English lugger must also read *Latitude 38*, so I'd like to take this opportunity to ask some of those folks to get in touch with me. I'd sure like a spectator shot or two for my album.

Thanks.

Steve Osborn  
Lugger *Gleaner*  
154 Elm Avenue  
Mill Valley

## ☐ STUPIDITY HAS PLENTY OF COMPANY

I feel I must take exception to a portion of Jauquin Sanchez' letter, "The Keys and Pot", in the October issue. I don't quarrel with his views on pot, although it is my view that laws should be either enforced or repealed. My opposition is to the following: "... it is our obligation to feed the hungry people of this world, especially our neighbors to the south." He goes on to say: "You don't give people who have nothing guns and say fight ... you've got to give them something to fight for ... education, health, tractors. When they have pride they will have something to fight for ..." He ends by saying that we [Americans] are so stupid and evil.

We Americans are the most generous people in the world. We give, and we give willingly, but we do not give out of any obligation to do so. And why should our neighbors to the south receive a greater share of our bounty than any others?

We are not stupid, we are not evil. We do make mistakes, often in the blindness of our idealism, in supporting bad governments. We do this to prop up weak democracies. It is to be borne in mind, however, that foreign governments receiving our largess want no strings attached to our gifts. "Give us your money," they say, "but don't tell us how to spend it." And our beautiful neighbors to the south have been no exception. If we had tried to tell "Tacho" Somoza that he wasn't treating his fellow Nicaraguans fairly, we would have been quick to tell us to butt out of Nicaragua's affairs. And all the other Latin countries would have backed him up. So they have kept demanding more and more of our money, without attached strings, to the point where many of them feel, as does Mr. Sanchez, that we have an actual obligation to give it to them.

They apparently feel this way because America is a proud and rich country. They do not take into account that we owe these attributes largely to the industry, intelligence, and fortitude of her people. No people can gain a feeling of pride though the acceptance of gifts of whatever kind. Only when they have achieved something by their own efforts, especially against odds, do they rightfully feel a sense of pride. If they want freedom from their present circumstances, they must work for it, and if necessary, fight for it. On their own. It cannot, it must not, be America's obligation to give them the will to achieve their goals.

Sid Worthen

## STAINLESS STEEL

designing • fabricating • welding  
stainless • aluminum • bronze  
installations • modifications  
free estimates

**bay** QUALITY AT AFFORDABLE PRICES  
**riggers** 200 Gate 5 Road  
Sausalito, CA (415) 332-5757

## HOOD SEA FURL

Absolutely The Finest Jib  
Furling/Reefing System Available

**20% OFF**

On Any Model Sea Furl In Stock

**bay** SALES, INSTALLATION, SERVICE  
**riggers** 200 Gate 5 Road  
Sausalito, CA (415) 332-5757

## SOUP TO KNOTS! AT



**CASS' MARINA**

**DON'T MISS OUR  
WINTER SAILING  
SEMINARS  
AND GET-TOGETHERS!**

**\$5.00 AT THE DOOR**

**WEDNESDAYS:**

7-10 p.m. Soup Nights and  
Cruising Get-togethers

**SUNDAYS:**

2-5 p.m. Seminars (films, speakers)

**LOCATION:**

Sausalito Cruising Club  
(next to Cass' Marina)

### ★ TOPICS INCLUDE ★

- PBS sailing series • Soup • Engine Repairs • Rigging •
- Knots • Sail Trim & Shape • World Cruising • Sailmaking •
- Spinnaker Work • America's Cup Film • Discussions •
- Hands-on Participation • ASA Certified Facility •

CALL US FOR MORE INFORMATION

OR FOLLOW THE *LATITUDE 38* CALENDAR!

## CASS' RENTAL MARINA

ESTABLISHED 1961  
1702 Bridgeway, Sausalito  
(415) 332-6789



# SANTA CRUZ 50

## THE MOST SUCCESSFUL PRODUCTION 50-FOOTER EVER.

Congratulations to the skippers and crew that sailed on the world's fastest Fifties in dominating the 1983 ocean racing season.

Mazatlan .....	SC50 .....	"Samurai" .....	1st IOR Class A & Fleet
Manzanillo .....	SC50 .....	"Tribute II" .....	1st to Finish
Cabo San Lucas .....	SC50 .....	"Hana Ho" .....	1st IOR Class A
TransPac .....	SC50 .....	"Oaxaca" .....	1st IOR Class A
Big Boat Series .....	SC50 .....	"Oaxaca" .....	1st City of San Francisco
			..... Perpetual Trophy

## SANTA CRUZ 40

A special congratulations to Bill Wilson's SC 40 "Mimi B" for being 1st 40 to Hawaii, beating 13 other 40s and setting a new TransPac record of 10 days, 19 hours.

*Ask about the new SC50 MkII  
(rates lower, fast upwind)*

*Ask about the new SC70*

**FAST IS FUN!**  
**SC/40 SC/50 SC/70**



## SELECTED BROKERAGE

Santa Cruz 27	Well equipped, in good condition ... 4 from	\$17,000
Santa Cruz 33	Still winning races, in great shape	\$49,000
Santana 35	Race ready, in good condition	66,950
Olson 40	First O-40 to Hawaii — loaded ... 2 from	139,900
Santa Cruz 50	Well equipped thoroughbreds at affordable prices ... 4 from	\$159,000

## BILL LEE YACHTS, INC.

**(408) 475-9627    3700 B HILLTOP RD.    SOQUEL, CA 95073**



# LETTERS

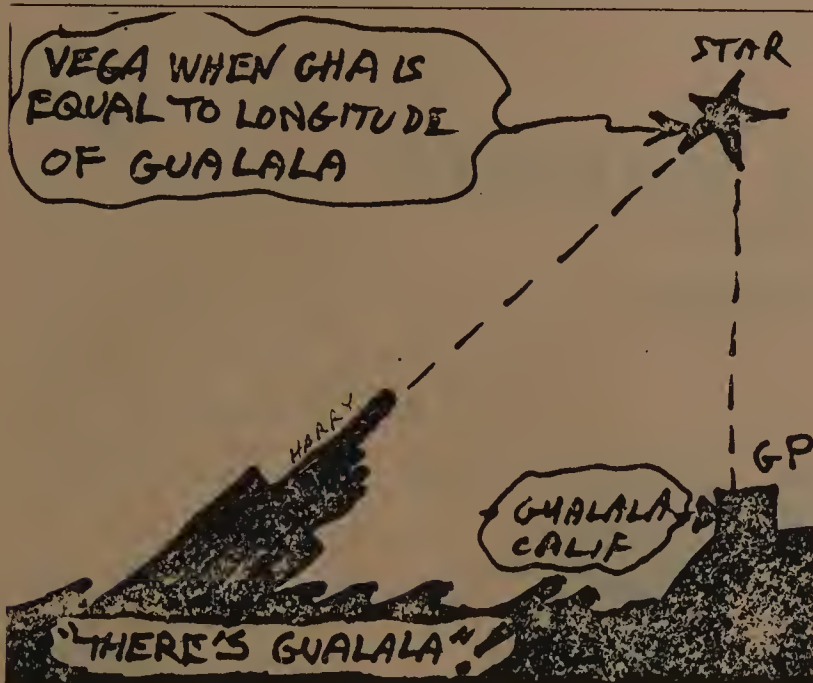
San Jose

Sid — Just yesterday we read that the World Bank estimates that the 32 poorest countries in the world spend twice as much on their military as on education, and seven times as much on their military as on health. If we Americans are indeed stupid and evil, we are certainly not alone.

## WE LOVE IT

The latitude of Gualala, California, and the declination of the star Vega are equal ( $N38^{\circ}-45.8'$ ). When the GHA of Vega is equal to the longitude of Gualala, the azimuth of Vega is the great circle course to Gualala.

This may sound like trivia, but it is important to be able to point your finger to the sky and shout, "There's Gualala!"



P.S. Find the time (it changes daily) when the GHA (Aries) = Longitude (Gualala) — SHA (Vega).

W.T. Hatch  
Islais Creek Marina

## REFRESHING

With all the griping — justified — we do about the quality of goods and services, it's refreshing to find a vendor who does the right thing.

Several months ago I decided my six-year old Galley Maid alcohol stove needed new burner valve packings. I hunted all over the Bay Area, but no one carries them. Stoves, yes — parts, no. Eventually I wrote to the manufacturer in Florida. The enclosed letter came back, along with a half dozen packings, gratis. Also included with a parts/price list and a new operations manual.

I would be pleased and obliged if you can print the letter from Galley Maid, to give them the credit that's due them.

Hank Cohan  
Palo Alto

Hank — Rather than reprinting their letter, let's just say Galley Maid Marine gave great service. We salute them!

## LETTER FOUND ON A LATITUDE 38 WINDSHIELD

Latitude 38 sucks. It makes boating and sailing into a trivial high

# THEFT HURTS\$

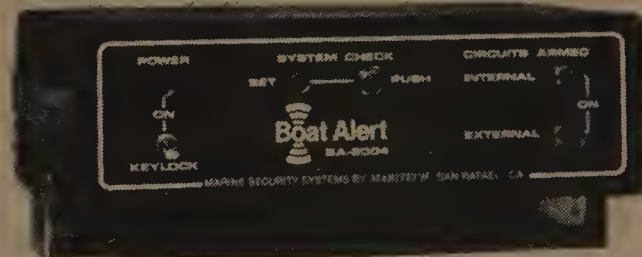
## Marine Security: THE FACTS

**FACT:** Sausalito Police Dept. reports 37 cases of boat break-ins during September and October. Average loss: \$3,000.00.

**FACT:** Vallejo Police Dept. reports 14 cases of boat break-ins during October and November.

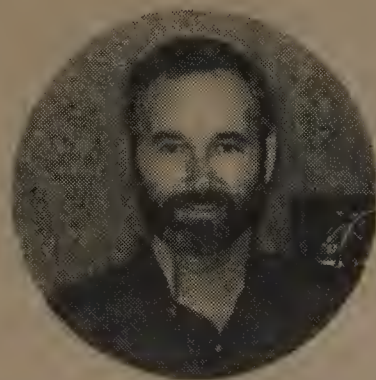
**FACT:** It is impossible to determine who will be the next victim of a theft.

**FACT:** Boat Alert is a deterrent to break-ins. A bright L.E.D. light alerts the intruder to the presence of the Boat Alert Security Alarm on board. This resolves the problem of the intruder opening your teak hatch with a crowbar to then be scared off by flashing lights and sirens screaming.



**FREE** Bilge Water Level Sensor with the purchase of any system before December 31, 1983

A security alarm must be designed with the harsh marine environment in mind. I sell only what is right for your boat. Boat Alert is my choice. Excellence in quality is insured by Maritechs two-year warranty.



WE PLEDGE TO BACK EVERY PRODUCT  
WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.

RICH WILDE'S **CAL-MARINE**  
ELECTRONICS CORPORATION

1424 LOMBARD STREET  
SAN FRANCISCO, CA 94123



SALES •  
SERVICE •  
INSTALLATION •

(415) 673-2552



# **NEW BERTHS**

## **\$3.95 per foot including:**

- All concrete docks
- Large dock boxes
- 30 & 50 amp electric
- Private clubhouse
- Good parking & security
- Washers & dryers
- Deep water basin
- Central Bay location
- 32 to 56-ft berths
- Large side ties

Now reserving 200 slips for January 1, 1984 occupancy.  
Berth purchase programs also available.


## **MARINA BAY HARBOR**

**(415) 237-0532**

**(415) 620-0300**



Marina Bay Development Corporation  
Prices subject to change without notice.

**MARINA  BAY**  
ONCE A GREAT NOTION. NOW A GREAT LIFE.



# LETTERS

rollers gringo game with no moral fiber or consciousness. United States Marines storm Grenada for the convenience of 'yachties' — your terms, 'yachties', 'Milk Run', etc.

Be responsible, grow up. Please.

No Name

No Name — *What is it about you and Don Girod [Letters, Volume 76] that make you both believe you occupy such an elevated position of moral superiority that you have to stoop way down to instruct us ethical lepers on what to do with our boats and our lives? We marvel at the audacity it takes to assume we and all our readers haven't, can't, and don't continue to make our own responsible moral decisions.*

*But we've got open minds, and having spent five years wading through some rather dry philosophy would like nothing better than to see a detailed and lucid article on 'Ethical Boatownership'.*

## □ REGARDING DAVID MCELROY'S QUEST FOR SOLAR STILLS

We've just returned from the Long Beach Sailboat Show, where we learned Europacific Marine is about to offer their brand new solar still to stores up and down the west coast. The salesman told us the product is so new that a supply hasn't even been produced to date. They should be stocked "soon".

By way of history, I am told that the only solar stills ever available were of the military type developed for World War II and used in the Korean War. Apparently no one has made them until now, and in the meantime the military supply has dried up.

The salesman further told me that the Europacific solar stills should retail for about \$98.

Europacific's number is (213) 822-5322.

Lisa Rinaldi  
Long Beach

Lisa — *We're not too good on our solar still history, but consumers looking for a bargain may want to remember that last month Peter Jowise wrote that he still had some solar stills available for what seems to be a bargain price of \$35, tax and delivery included. Get them from Seaventure, 2415 Mariner Square, Alameda 94501.*

## □ NOT AN ALTERNATIVE FOR THE MASSES

In September you published an excellent interview with Margit Hind from BCDC regarding liveaboards. Ms. Hind appears to firmly believe that allowing liveaboards would quickly transform our beautiful Bay into a flotilla of buoyant condominiums of every imaginable size and configuration. I do not believe that this is a rational possibility, nor do I agree that liveaboards threaten either the beauty, cleanliness or public trust inherent in the Bay.

During the past three years we have sailed extensively on the Bay with our Cal-20 Bay Mouse and met many liveaboards. In almost every case the fact that these people live on their boats is indistinguishable to the average person. These people avidly use on-shore bathroom facilities and are very aware of the need to keep their own backyard clean.

To look at the economics of liveaboards I talked to two of this endangered species, one in a modern 38-ft fiberglass boat and the second in a beautiful, but aging, 40-ft wooden ketch. The first boat, at going purchase price loan rates, would cost about \$1460 per month including berth and maintenance, and the second about \$1185. In comparing this to homes remember boats are *small*. For usable space this represents \$6 and \$3.60 per square foot per month and would

## EAGLE & FARALLONE YACHT SALES

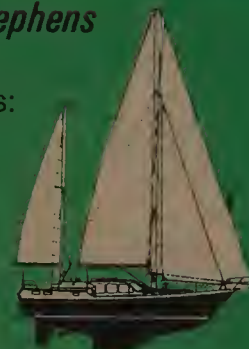
### PRESENTING THE



Designed by Sparkman & Stephens

Also in the following sizes:

NC 33  
NC 36  
NC 38  
NC 44  
NC 52



### Partial List of Selected Brokerage

Cal 20	\$5,600	Catalina 27	15,500
Santana 22	6,000	Cheoy Lee 31	32,000
Catalina 22	6,800	Nonsuch 30	67,500
ODay 23	12,500	Colu. Def. 29	17,200
Islander Bahama	9,350	Ranger 29	29,000
Catalina 25	12,500	Hunter 30	33,500
Hunter 25	7,950	Catalina 30	32,000
Catalina 27 OB	17,500	Pearson 30	30,950
Ranger 26	13,900	Catalina 30	33,500
Catalina 27 OB 1979	23,000	Islander 30	34,000
Catalina 27 IB	24,000	Catalina 30	29,950
Catalina 27 OB	15,000	Ranger 33	47,500
Pearson 26	13,000	Yamaha 33	51,000
H-27	16,000	Morgan 38	72,000
Catalina 27 OB 1974	14,950	Westsail 43	145,000
Catalina 27 OB	16,950	Lancer 44	185,000

East Bay

Farallone Yacht  
Sales, Inc.

Mariner Square,  
Alameda  
(415) 523-6730



South Bay

Eagle  
Yachts

Coyote Point Marina  
San Mateo  
(415) 342-2838

### ALSO DEALERS FOR

CATALINA	NONSUCH	NIAGARA	CAPRI
22 - 25 - 27	22 - 26 - 30	31 - 35	25 - 30
30 - 36 - 38	36		



# JIM MCGINNIS INSURANCE

## THE EXPERT THE EXPERTS USE

★ PROVIDED COVERAGE  
FOR THE 1982  
SINGLEHANDED  
TRANSPAC

★ THE LEADER IN  
WORLDWIDE CRUISING  
COVERAGE. We Have In-  
sureds At Ports All Over  
The World. (call for free reprint of  
our recent article on cruising insurance)

★ LOWEST RATES

★ QUOTES FROM AS  
MANY AS 7 DIFFERENT  
COMPANIES (same day response)

★ OLD-TIME SERVICE —  
YOU DEAL WITH JIM

*"My services as a specialist in marine in-  
surance do not end with delivery of this  
policy. In the event of a loss, it is my job  
to see that you get a fair and prompt set-  
tlement. I can be reached day or night,  
seven days a week."*

**(415) 388-5048**

MCGINNIS INSURANCE SERVICES, INC.  
110 BARBAREE WAY  
TIBURON, CA 94920

### PROVEN CRUISERS

**30' OLSON.**  
1980 No. American  
champ with incredible  
Sobstad sail inventory  
and extensive equip-  
ment list. Hulls #74,  
#70. Two from \$29,500.

#### FANTASIA 35

Bruce Bingham's fantastic Fanta-  
sia — the best accommodations  
& sailing characteristics in a 35'  
World Cruising Boat. \$82K out  
the door — very hard to beat!

### SELECTED BROKERAGE

**36.5' PEARSON** for luxurious,  
pleasurable sailing—stiff, power-  
ful, responsive. Great liveboard,  
easy to maintain. Found all over  
the world. \$78,000. At our docks.

**32' SANDPIPER.** Bullet proof  
aluminum pocket cruiser/racer.  
Lipton Cup winner twice. Out-  
standing value. \$35,000.

**36' COLUMBIA** — Great  
headroom for liveaboard,  
beautiful condition, well equip-  
ped. new LPU on hull '81, forced  
air heater. \$43,950.

—FLASH—  
LISTINGS WANTED  
(415) 237-3251

#### WE HAVE A LARGE SELECTION OF BROKERAGE BOATS

BROKERAGE — SAILBOATS			
21' Osprey	\$6,000 ★	34' Irwin, '79 sloop.....45,000	
24' Gladiator, 1968.....	8,500	35' Fantasia.....84,000	
24' C&C, 1976.....(2) from 14,500 ★		35' Firin Clipper.....49,500	
25' Cal, '73 sloop.....	13,900	35' Coronado.....44,000	
25' English built.....	16,500	36' Islander, 1978.....74,500	
26' Pearson.....(2) from 13,500		36' Columbia, '68 sloop.....43,900	
2-27 Cal, 1976.....	25,950	37' Irwin.....65,000	
27' O'Day, 1976.....	22,500	41' Newport, 1970.....69,500	
27' 8.3 Allen Payne Col.....	23,900	41' Columbia, 1974 f/g sloop.....78,500	
27' Sun Yacht, Perry Finn.....	24,400	43' Polaris (new).....125,000	
28' Pearson, 1976.....	38,500	43' Ketch.....99,900	
28' Columbia, '68 sloop.....	16,000	47' SS Yawl.....135,000	
29' Islander, 1966.....	19,360	BROKERAGE — POWER BOATS	
29' Gulf, '80, m.s.....	39,500	22' Wellcraft.....\$19,000	
29' Cascade.....	24,900	25' Albin, '77.....16,500	
30' Columbia.....	33,000	26' Salmon Dory.....18,000	
30' Rawson.....	Reduced	28' Owens.....12,000	
30' Santana.....	Reduced 35,000	29' Chris, '57.....9,500	
31' Ericson, 1978 f/g sloop.....	45,000	30' Trojan exp cr, '73.....37,500	
32' Islander, '77 sloop.....	54,000	31' Silverton.....49,000	
32' Pearson 323.....	59,950	31' Seahorse Fisherman.....49,900	
32' Westsail.....(2) from 59,500		34' Seahorse Sedan.....69,000	
32' Ericson.....	33,950	36' Chris Connie.....34,500	
32' Mariner.....	39,500	40' Owens tri.....39,600	
32' Allen Payne Columbia.....	45,000	47' Custom Diesel Trawler.....Offers	
32' Columbia.....(2) from 36,500		48' Raised Deck.....Reduced to 44,500	
33' Ranger, '76 sloop.....	48,500	51' Houseboat, Holiday Mansion	
34' Columbia MKII, '71 sloop.....	34,900	Repo.....Offers	

### SANTA FE YACHT SALES

320 WEST CUTTING BLVD. • PT. RICHMOND, CA 94807  
(415) 237-3251



# LETTERS

require a downpayment of \$26,000 or \$17,000 respectively. Compare this to a land-bound alternative and you get the drift. We live in a great San Francisco apartment with a roomy garage for 75 cents a foot per month and I recently saw ads for classy East Bay condominiums for about \$20,000 down (or less) and \$1.30 per square foot per month including hot tubs and tennis courts! I can assure you that large numbers of people are not going to flock like lemmings to their nearest yacht broker to pay three to six times more for the spartan life of a liveaboard!

Don't believe your friendly broker either, boats are still spartan compared to a home or apartment. Some liveaboards we know did not sleep for days on end in the swells of last winter's storms, and daily living presents a whole array of additional problems and expenses. A telephone hook-up to a boat costs nearly \$200. You also must go regularly to a laundromat, go to the car wash (or buy a real long hose), go to the store very frequently to stock the four cubic foot refrigerator, etc. It gets old fast for all but a few. And what about storage for all those goodies you own? There's no room for skis, bicycles (which rust like hell anywhere near a boat), or family heirlooms. And everything you do keep on the boat rusts, including your hobbling '62 VW in the parking lot (which is all you can afford as you can see). And the innocent neglect of maintaining a single through-hull located under all the damp mildewed shoes stuffed under your 26-inch bed can send everything you own underwater at dockside. I've seen it happen more than once. Seeing only spreaders where your home bobbed happily only this morning could be downright depressing! In summary . . . it's not all roses.

I feel liveaboards are a colorful part of our waterfront for those who notice their existence and in no way detract from public enjoyment of our Bay by anyone. Intelligently recognizing liveaboards could involve sealed holding tank outlets to prevent discharge, modest charges for increased use of toilets and shower facilities, etc., but I hope the BCDC won't jump in bureaucratic, uninformed haste to control another segment of our society that seems to be doing just fine on their own.

Steve Rebscher  
San Francisco

## ☐ OFFSHORE ACCIDENT

I am sorry to have to report the loss of a shipmate at sea.

While helping Bob Eachus sail his *Island Sea Shell* from San Francisco to San Diego — where he planned to relocate — Bob fell overboard at 0023 the morning of October 24, 1983. With the aid of the Coast Guard and the Navy, Bob's body was found early in the daylight hours.

This accident is one where the health of the individual was not fully understood. I pray for Bob and for other sailors embarking on an offshore passage: please let your crew members know if you are having any health problems. For your safety, and for the safety of your crew and your boat, take them into your confidence. Or, don't go at all.

Gene Haynes  
Alameda

Readers — Seeking a clarification on some of the details of this tragedy, we contacted Gene Haynes. Gene reports that Eachus, who was about 60 years of age, "came charging up on deck and became a flying torpedo as the boat rolled in the 10 foot following seas and 25 knots of wind". Gene reports that there was no opportunity for any of the other three crewmembers to grab Eachus before he went over.

The remaining crew — joined by two helicopters — searched for six hours before the body was recovered. The incident took place

*It's a wonderful world . . .  
Explore it!*



**VALIANT 40**

Take over 10% loan - \$131,000

Call Margaret Chapman

707-833-6357/707-833-2643

## Boat Loans!



- Sailboats, Power Boats, Racing Boats
- Competitive Rates
- Flexible Terms
- Fast Approvals
- Loans also Available for Autos, RV's and Mobile Homes

*"Welcome aboard . . . Get that new boat now!"*

—Herb Caen

CALL PAUL ISRAEL — 955-5885

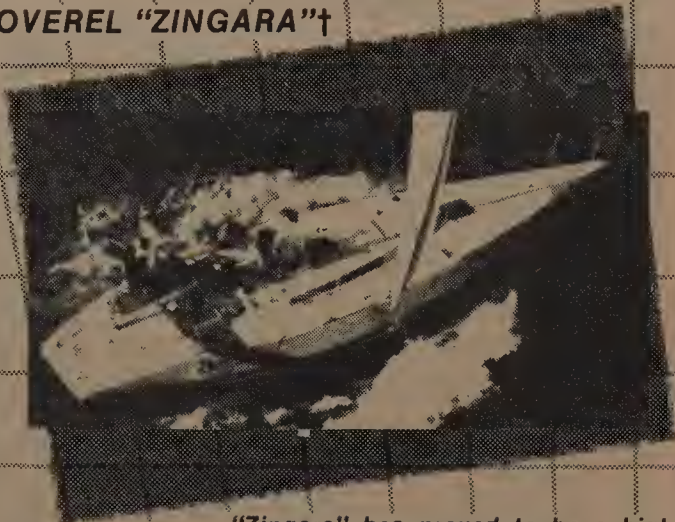


**SAN FRANCISCO  
FEDERAL SAVINGS**

*The spirit of The City . . . all about the Bay.*

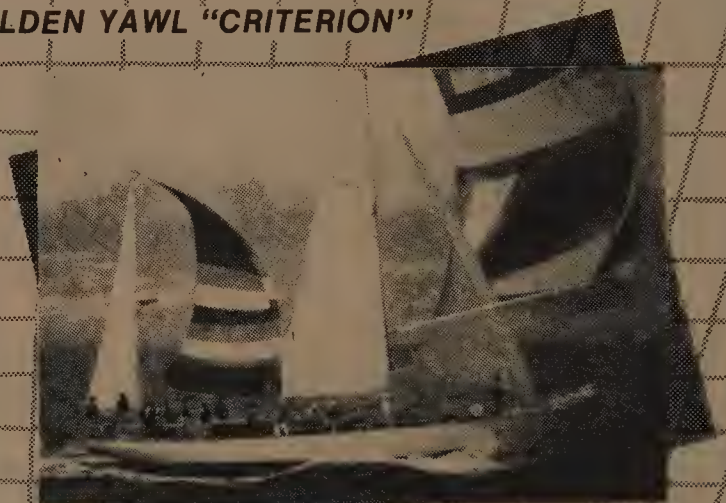


### 40' SOVEREL "ZINGARA"†



"Zingara" has proved to be a highly competitive state of the art IOR racer. She is superbly equipped and in excellent condition with a new rig. Owners anxious. Offers please.

### 71' ALDEN YAWL "CRITERION"



A classic beauty in bristol condition. She is very well equipped and ready to go anywhere. P.O.R.

### WYLIE 36 ALERT†



Superb cold-molded construction by C&B Marine. Inventory includes navtec hydraulics, complete instrumentation, auto pilot, Loran, ref. Recently reduced. Please inquire.

### AGENTS FOR KIWI RACING CONSULTANTS

DEALERS FOR THE ROSS 25†, 28, 30†, 35, 40 FROM NEW ZEALAND

#### RACING

- 24' FARR, 740 SPORT \$12,900
- 27' KAUFMAN, 1/4 TONNER, OFFERS
- 36' FARR 'CARRIE ANN V', \$69,000
- 37' FARR, 1st '83 SORC — MIGIZI, \$129,000
- 37' FARR 'FREEFALL', \$129,000
- 43' FRERS, 'SHOCKWAVE', P.O.A.
- 43' PETERSEN SERENDIPITY 43, \$169,000
- 46' PETERSEN, 'HIGH ROLLER', \$165,000
- 50' PETERSEN, 'CHECKMATE', \$275,000
- 50' DAVIDSON ULDB, 2 from \$220,000
- 50' DAVIDSON, WHITBREAD BOAT, \$250,000
- 52' FARR, 'ZAMAZAN', \$255,000
- 76' FRERS, 'FLYER', \$900,000

#### CRUISER/RACER

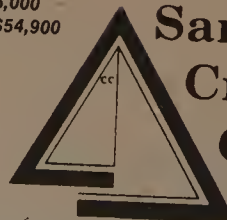
- 25' CAL, \$7,900
- 33' RANGERT, \$47,500
- 38' FARR, 3 to choose from \$72,500
- 39' SWAN, 1979, \$69,500
- 40' CAL, \$67,000

- 41' ERICSON†, \$72,500
- 53' SPENCER, OFFERS

#### CRUISING

- 25' CAL, \$7,900
- 26' PEARSON ARIEL†, \$11,900
- 27' NOR'SEA, 2 from \$32,000
- 28' BCC, 4 from \$50,000
- 30' ALBERG, \$30,000
- 30' FISHER†, \$61,000
- 30' CRUISING SLOOP†, \$26,500
- 31' MARINER†, \$45,000
- 32' TRAVELLER, OFFERS
- 32' WESTSAIL†, 3 from \$55,000
- 33' CUSTOM PETERSON, \$54,900
- 33' RANGERT, \$47,500
- 34' TRUE NORTH, \$63,000
- 35' FUJIT, OFFERS
- 36' GILMER†, \$109,900
- 37' FISHER MKII, \$125,000
- 40' CHEOY LEE†, OFFERS

- 40' SEA WOLF, well equipt, \$76,000
- 40' CAL, \$67,000
- 40' STADEL KETCH†, \$69,500
- 40' TRINTELLA, \$150,000
- 40' KETTENBERG, \$45,000
- 41' YANKEE CLIPPER ketch, \$71,500
- 41' GULFSTAR, \$81,000
- 42' CUSTOM STEEL KETCH, \$94,000
- 42' WESTSAIL, OFFERS
- 43' GULFSTAR†, \$127,500
- 43' OYSTER, \$125,000
- 43' SWAN, A GREAT BUY, \$99,500



**San Francisco  
Cruising  
Center**

**(415) 332-3375**

†INDICATES BOATS AVAILABLE FOR SHOWING AT OUR OFFICE

OPEN 7 DAYS A WEEK • CONVENIENT PARKING • 108 CALEDONIA ST., SAUSALITO, CA 94965



# LETTERS

about 30 miles off Ventura.

Eachus had been acting a little unusual during the day, and reported seeing several whales that the others didn't see. [This, incidentally, isn't that terrifically unusual if you've been out at sea a few days and are fatigued].

Gene shared a few thoughts with us on what he believed might have been medical problems at the root of this tragedy, but not knowing for sure, thought it would be inappropriate for us to reveal them. We're honoring his request to withhold his speculations.

## □BOYCOTT THE POSTAL SERVICE, NOT THE RUSSIANS

Apparently the United States Postal Service has decided to ban yacht racing from the 1984 Olympics. Their Olympic Stamp Program features commemorative stamps for shot putting, men's gymnastics, swimming, weightlifting, the discus throw, the high jump, archery, boxing, women's gymnastics, hurdling, basketball, soccer, skiing, cross country skiing, ice hockey, wrestling, diving, the long jump, fencing, cycling, volleyball, pole vaulting, and even canoeing and ice dancing.

But there is no commemorative stamp for either sailing or board-sailing.

I propose that all sailors boycott the postal service for 1984. Of course how would subscribers receive their *Latitude 38's*, boatyard bills, and *Islander 28* newsletters?

Ken Jesmore  
Sausalito

Ken — We don't know about the boatyard bills and *Islander 28* newsletters, but boycotting subscribers could pick up their *Latitude 38's* at any chandlery.

And while the United States Postal Service may see fit to boycott sailing, the People's Republic of China is promoting it with their stamps. This sample was sent to us just last month by Beth Oberholtzer, our mainland China sailing correspondent.



## □"I'M TELLIN' THE WHOLE WORLD, RALPHIE . . ."

Those were my parting words to Ralph Naines — my neighbor, my racquetball/tennis/skiing partner and occasional mentor — as he left me on Stearns Wharf in Santa Barbara.

For the three years I had lived across the fairway from Ralph I heard, "When I cruise . . . (pause for a sip of a martini) . . . I will have hot showers and martinis with ice at sunset".

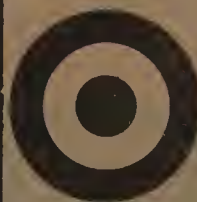
POWER WITH  
PRYDE

## The Neil Pryde "SPANKER"

Give your boat a boost in light air performance! No pole needed and you can use your existing jib halyard. Five different color schemes in stock for immediate delivery. Custom sizes and colors also available.



CUSTOM SAILS  
FOR RACING  
AND CRUISING



NEIL PRYDE SAILS  
(415) 332-6167

3020 BRIDGEWAY  
SAUSALITO, CA 94965

SERVING THE NORTH BAY  
FOR SIX YEARS

SAUSALITO  
RIGGING  
& ELECTRONICS

OFF-SHORE  
EQUIPMENT CONSULTATION

- New Boat Commissioning
- Equipment Installation
- Hood Roller Furling
- Adler Barbour Refrigeration
- Quarterly Maintenance Program
- Complete Electric Service

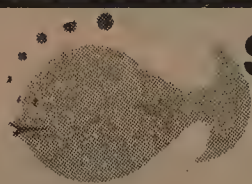
WORKSHOP AT MARINSHIP YACHT HARBOR,  
SAUSALITO

Call Bob Evans

(415) 332-6040



PORT



SONOMA

ANNOUNCES

# MARINA III

## ALL-NEW, DREDGED BERTHS AVAILABLE

(to 52-ft, up to 75-ft available)

**\$3.65 per foot**

- CHANDLERY • FUEL DOCK •
- BAIT SHOP • 24-HOUR SECURITY •
- ON-SHORE SHOWERS • LAUNDRY •
- LOW TIDAL SURGE •

**PORT SONOMA**  
270 Sears Point Road  
Petaluma, Calif. 94952

(707) 778-8055  
(707) 778-8056  
(415) 897-8021

# SONOMA BOAT WORKS



**SONOMA 30 SPECIFICATIONS**  
L.O.A. 29'11"  
L.W.L. 26'10"  
BEAM 8'9"  
DRAFT keel down 6'3"  
keel up 2'0"  
SAIL AREA 370 sq ft  
DISPL 3300 lbs

ALSO AVAILABLE  
WITH FIXED KEEL  
**DESIGNED BY  
CARL  
SCHUMACHER**

## •SONOMA BOAT WORKS•

Builders Of:

**FREYA 39 • SONOMA 30 • CUSTOM FIBERGLASS**  
Carl Petersen, P.O. Box 598, Penngrove, California 94951  
(707) 763-1374

## 35mm FUJICA HD-S CAMERA



- Built-in Electronic Flash
- All-Weather • Auto-Exposure
- Sharp Fujinon 38mm f/2.8 lens
- Resists snow, sleet, rain, sand, dust
- Lightweight: weighs 15.1 oz (430g)
- Outdoor accessories for even more versatility.

COMPLETE WITH OUTDOOR ACCESSORY KIT:  
SeaWood Sale Price ... \$198.00 plus tax

**SeaWood, Inc. 115 Tunstead Avenue**  
San Anselmo, Calif. 94960 (415) 453-4322



## A Special Gift

### Beautiful Hardwood Fishing Boat

LOA: 13¾" Beam: 4"  
Height including platform: 14"  
\$85 delivered within USA

Send check to:

Sailor Import/Export • 544 Presidio Ave. • San Francisco, CA 94115  
Or Phone: 415/921-7832 with VISA or MasterCard No. and Exp. Date  
California Residents add 6½% Sales Tax.

Introducing

# LANOCOTE

## The Proven CORROSION PREVENTION

Lanocote is guaranteed to prevent and stop corrosion on all metal products — outboard motors, antenna terminals, marine and electrical fittings, fishing reels, guns and more!

**Tube** — used on nuts, bolts, shackles, rigging screws and antenna connections

**Spray** — used on fishing rods, electrical panels, guns, etc.

**Tub** — used on all leather products to soften and preserve — deck shoes, jackets, etc.

**Lanocote, Inc. 11267 Coloma Road Rancho Cordova, CA 95670**

Please send me: ☐ 4 oz. tube — \$3.50 ☐ 7 oz. spray — \$3.95 ☐ 2½ oz. tub — \$2.25

I enclose check or money order payable to Lanocote, Inc., in the amount of \$\_\_\_\_\_, (California residents include 6% sales tax).

Charge my ☐ American Express ☐ VISA ☐ MasterCard

Account Number

Exp. Date

Please enter 4-digit number to the left of your name (MasterCard only).

Signature

Name

Address

City

State

Zip



# LETTERS

Well after he finally left [*Changes in Latitudes*, Volume 77], I drove down to Santa Barbara and spent a marvelous week with him and Maria. Our sail to Santa Cruz Island was brisk and the fishing great.

After a productive dive and an afternoon's worth of exchanging recent news, came a remarkable sunset. "Martini time", proclaims the pupil to the professor. There passed a moment of silence after which Maria started giggling and a red-faced Ralphie confessed, "We've got no olives — or onions." Disillusioned, I was temporarily silent before insinuating something to the effect that Ralph's sails will never luff — because he's full of hot air.

Three days later we did chance across some scallop-hungry powerboaters in Devil's Cove who had extra olives so the trip wasn't a total loss.

But as a general nautical warning to mariners vagabunding south, anyone sighting the yellow Irwin 37, *The Trip*, be advised there are good people aboard.

Enjoy Ralphie!

Mark Eginton  
Port Sonoma

*Mark — We're glad you brought Ralph and Maria up, because we had the accompanying great photo of them that we weren't able to*



Ralph and Maria of "The Trip".

*slip into Changes in Latitudes last month.*



## California Sailing

- **QUALITY WORKMANSHIP**
- **CONVENIENT SERVICE**
- **LOW RATES**

*California Sailing offers a full range of boat repair and yachting services at a fraction of the cost you might expect to pay. Our professionals will work on your boat in your slip at your convenience.*

### The Complete Boating Company

- Yacht Maintenance
- Rig Tuning
- Waxing & Cleaning
- Painting & Varnishing
- Yacht Delivery
- Quality Boat Repair & Woodwork
- Electrical & Plumbing Repairs
- Personalized Sailing Instruction
- Rigging Repair & Installation
- Free Estimates & Advice

**California Sailing. Be a part of it!**  
**415 921 4044**

2345 Washington

San Francisco

94115

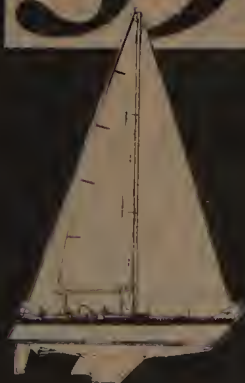


# sail + power

523-4344

## HUNTER

# 39



Fresh from Annapolis!  
The Lady in the Bay, 39 fast feet with double cabin comfort.  
All for under \$100,000 sailaway.



Hunter 34 Diesel, sails, self tailing winches, hot and cold pressure water, pedestal steering. Over 300 sold first year. Come see why!! \$51,900

Morgan ■ Hunter ■ Mainship ■ Brokerage ■ Repo Hotline Dealer  
2415 Mariner Sq. Dr., Alameda, CA 94501 (415) 523-4344

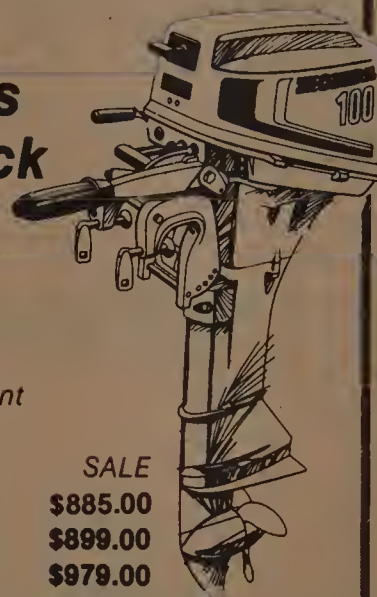
## Walnut Creek **HONDA** Power Products

2560 No. Main Street, Walnut Creek, CA  
(415) 943-1244

NO DOWN FINANCING AVAILABLE  
ON APPROVAL OF CREDIT

Over 200  
**HONDA's**  
in Stock

- \* 4 stroke — Twin Cylinder
- \* No Oil and Gas Mixture
- \* Maximum Horsepower  
BF75-7.5 @ 5200 rpm  
BF100-9.9 @ 5700 rpm  
Gas Tank Standard Equipment



	REG.	SALE
7.5 h.p. Short Shaft .	\$995.00	<b>\$885.00</b>
7.5 h.p. Long Shaft .	\$1005.00	<b>\$899.00</b>
10 h.p. Short Shaft .	\$1155.00	<b>\$979.00</b>
10 h.p. Long Shaft .	\$1195.00	<b>\$975.00</b>

### **HONDA's RV Generator — EV 4000**

Length O/A — 25.8"    Dry Wght. — 183 lbs  
Width O/A — 18.1"    Max. AC Output —  
Height O/A — 17.9"    4.0 KVA (UL Rating)

Reg. \$1518

**IT'S A HONDA**

**Now only \$1,348**

EV-4000 Muffler & Control Panel  
are Standard Equipment



We stock all sizes of generators  
from the little Honda EM-500  
for only

**\$299**

to the Water-Cooled  
ES-6500 with Electric Start



EM-500

#### **GENERATOR SALE**

EM 600 . . . 389.00	<b>\$349.00</b>	EM 1800 . . 679.00	<b>\$595.00</b>
EX 800 . . . 459.00	<b>\$399.00</b>	EM 2200 . . 749.00	<b>\$679.00</b>
EM 1600 . . 579.00	<b>\$495.00</b>	EM 4000 . 1332.00	<b>\$1192.00</b>
		w/electric start	

## Walnut Creek **HONDA**

"Top Ten National Sales"

2560 No. Main Street, Walnut Creek, CA 94596  
(415) 943-1244

MENTION THIS AD TO RECEIVE SALE PRICE!



# LETTERS

## ☐ ONE READER, ONE VOTE

Let me cast a strong vote for the *Loose Lips* and *Changes in Latitudes* sections (Dennis Slaughter's letter in the November issue listed them as "what I don't like about *Latitude* 38).

As mentioned elsewhere, *Latitude* 38 usually has advance word on many things, and they usually show up in *Loose Lips* — very valuable, keep it.

*Changes in Latitudes* speaks for itself. It is here we can truly share personal changes sailing folk inevitably go through and glean interesting data about particular ports and passages.

Maintain an even strain.

Frank Dimarco, Jr.  
Sausalito

## ☐ OURS WAS OKAY, THEIRS WAS GREAT

I feel like a Cruising Kick-Off Party veteran this year. 38's was okay; but just two or three drinks and maybe an hour or so of getting around meeting skippers was just not enough of what I was there for. Lights out for an hour-and-a-half or so to watch gorgeous slides left little opportunity for the reverie to "take". So I guess I'll fly to San Diego.

The top of my toupee to Pacific Marine Supply for their enormous hospitality and street extravaganza. I met some truly fine people — even our beloved editor — and would pitch my polypropylene for the chance to crew on *Serendipity*, a 50-ft ketch from Richmond Yacht Club with skipper Dick, Donna, and George. George, by the way, enlightened me to the glass or two left in those wine dispensers after they are discarded, the insides of which are great for old oil, too!

But Alas! and Alack! Having thought that I had cleanly sliced the ties to everything behind me and was ready for the sea, a hitch developed in the git-a-long, the slimy tentacles of society wormed their way into my short-term future like tree roots in granite, and . . . , oh well, I have my *Latitude* 38 visor, and . . . , hey, anyone need crew for ocean racing!

Thanks for it all.

Alfred Riggs  
San Francisco

## ☐ YOU'RE WHAT?

Well, we finally left Sausalito and are now in San Diego preparing to go south like thousands of others. Before leaving Sausalito we found out that we were unexpectedly adding to our crew and would very much like to communicate with folks that have either had babies while cruising or raised small children on a cruising boat.

I realize many people may think we are nuts, but we're very excited and looking forward to the challenge. Even our obstetrician has encouraged us to "go for it", so we're gathering ideas and advice.

Anyone who would like to share their experiences — good or bad — please write! Our permanent mailing address is c/o Dant, 222 S.W.Harrison #23A, Portland, Oregon 97201.

Doni Hager Simmons  
Sarabande — 35-ft ferro cutter  
Vashon Island, Washington

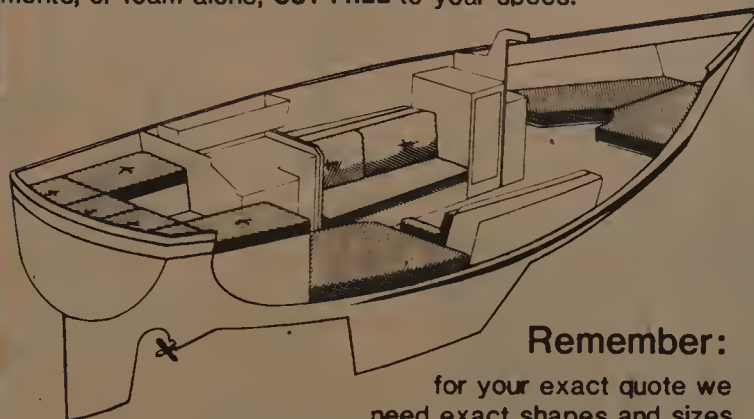
Doni — For over a year now we've been holding an article waiting for a letter just like yours. On page 144 of this issue you'll find the Jungers family's story of conceiving a child while on their *Westsail* 32 in Cabo San Lucas, and then having the delivery in a mainland hospital while Kibitki was anchored off Guaymas. Besides the Jungers we know of several other cruisers who had children in Mexico and

THE  
**FRIENDLY  
FOAM**  
SHOP

Call us for Price & Advice — Hours: 10-6, Sun 12-5

## SUPERIOR AIREX CUSHIONS

Nationally advertised, Coast Guard approved floatation, closed cell Airex does not absorb water — use canvas or other textiles for covers — complete cockpit cushions made to your measurements, or foam alone, **CUT FREE** to your specs.



**Remember:**

for your exact quote we  
need exact shapes and sizes.

Also, **BELOW DECK CUSHIONS** for settee  
or berth made economically in our central production shop.

*Serving the Bay Area Since 1974*

**SAN RAFAEL**  
813 "A" Street  
453-3626

**SAN FRANCISCO**  
1500 Ocean Ave  
585-3626

**REDWOOD CITY**  
831 El Camino  
364-3626

**ALBANY**  
1120 Solano  
527-3626

**PLEASANT HILL**  
in Wards Center  
825-3626

**SANTA CLARA**  
2291 The Alameda  
984-3626



**BMW MARINE  
POWER, INC.**

1285 EMBARCADERO  
OAKLAND, CA 94608 **(415) 436-4647**

## DUCATI'S NEW DIESEL REPLACEMENT FOR ATOMIC FOUR'S

Model 286 H.D.	24 h.p.	.....	\$3265.00
Model 284 H.D.	19.5 h.p.	.....	\$2965.00

Prices Include Freight

Immediate Delivery

**DO IT YOURSELF SPECIAL —**

**10% DISCOUNT ON**

**VOLVO PARTS**



**BMW**

**DIESELS AND GAS ENGINES  
AVAILABLE FOR IMMEDIATE  
DELIVERY OR INSTALLATION.**

**DON'T SETTLE FOR LESS — CHECK OUR  
PRICES — COMPARE OUR PARTS PRICES TOO**



# FAST NEW INNOVATION!

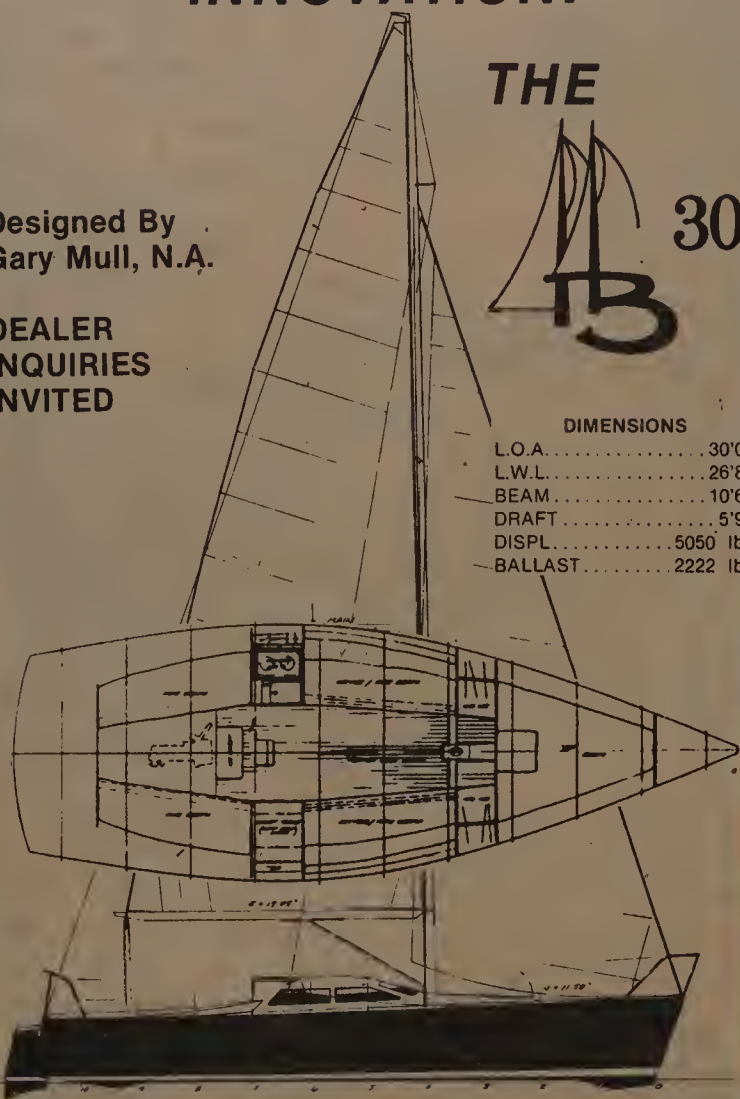
Designed By  
Gary Mull, N.A.

DEALER  
INQUIRIES  
INVITED

THE  
30

## DIMENSIONS

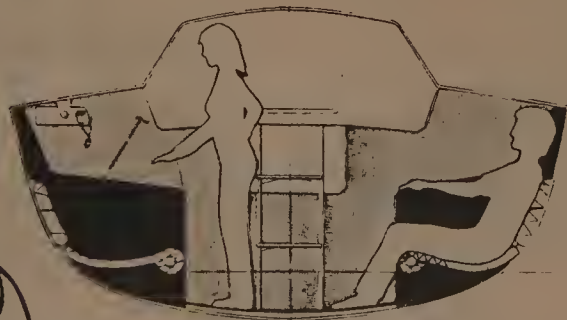
L.O.A. .... 30'0"  
L.W.L. .... 26'8"  
BEAM .... 10'6"  
DRAFT .... 5'9"  
DISPL. .... 5050 lbs  
BALLAST .... 2222 lbs



## RACE RESULTS 1983

1st & 2nd in Class. .... Yachting's  
Whidbey Island Race Week  
1st & 2nd Overall. .... Yachting's  
Whidbey Island Race Week  
1st in Class, 1st Overall. .... Pt no Pt  
1st in Class, 2nd Overall. Pt Hudson  
1st in Class. .... Tri Pt Series  
1st in Class. .... Possession Pt  
2nd in Class. .... Blakely Rock

1st in Class, 1st Overall. .... Eureka-  
Trinidad  
2nd in Class. .... Center Sound Series  
2nd in Class. .... Equalizer  
1st in Class. .... Shaw Island Classic  
1st in Class. .... Son of Pitch MORC  
1st In Class. .... Puget Sound  
Championships



umboldt  
Bay Yachts Inc.

440 Herrick Avenue, Eureka, CA 95501  
707-445-2148

# MASKELL MARINE SERVICES

## CHANDLERY NOW OPEN



## STOREWIDE DISCOUNTS

## VISIT US FOR MORE CHRISTMAS IDEAS

- NAUTICAL BRASS • MARINE FLAGS •
- CPO SHIRTS • PEACOATS •
- ATLANTIS FOUL WEATHER GEAR •
- DUFFLE BAGS • NAUTICAL PRINTS •
- SPERRY TOPSIDER SHOES & CLOTHING •
- ATLANTIS MARINE SWEATERS •
- CHAMOIS SHIRTS • SOU'WESTER HATS •
- GREEK FISHERMAN'S HATS •

## PARKING AVAILABLE

FISHERMAN'S WHARF  
496 Jefferson Street  
(foot of Hyde)  
San Francisco  
(415) 771-5200



# LETTERS

enjoyed the experience — although we're certain some mothers would feel more comfortable having their child in the States.

Babies seem to be pretty good on boats in the early months, but after they get mobile at about nine months all hell can break loose. Some folks seem to handle it though; we read about one couple who sailed around Cape Horn — of all places — with two children in diapers. That's pretty extreme if you ask us, though.

Carol Esterbrook of the 48-ft tri Skua out of Palo Alto discovered she was pregnant when she and her husband Steve arrived in San Diego on their way south a few years ago. They ended up having Noah in San Diego, but then took off cruising for a couple of years while he was still quite young. Eventually Carol got somewhat used to things like Noah being pulled from her arms while landing in big surf, but in retrospect wouldn't like to repeat the experience.



Steve, Noah and Carol home in Palo Alto after their first cruise.

Noah is now five or six, and Skua left San Diego last month for an indefinite cruise to Panama and the Caribbean. Both Steve and Carol think Noah's being just a few years older makes all the difference in the world, and are looking forward to a great trip. We hope they, and perhaps other cruising mothers and fathers will be willing to share their experiences with our readers.

## ☐ I WANNA SAIL HOME

My name is Iolanda. I am a 28-year old Australian who wishes to be added to your crew list.

I would like to join a boat headed for the South Pacific — eventually reaching Fiji, New Zealand, and/or Australia.

I have little offshore experience, but I am hard-working, responsible, and out-going. I am five feet tall and weigh 126 pounds. I am also willing to share expenses.

Iolanda Capodanno  
Laguna Nigel



## "Sinbad" RHODES 19

SYRA Season Champion

Tony Chargin uses our spinnakers to beat the competition on the reaches. For the last four years he has come back to us for the downwind advantage he enjoys. "We hang in there upwind," says Tony. "Then when we round the mark and hoist your chute, we roll 'em. I will be back for a new one next spring." Thanks, Tony.

**We cut mains and jibs for all boats.  
We also gladly handle all repairs,  
recuts and modifications.**

**Canvas work: covers, bags, turtles,  
custom work.**

**OUR QUALITY IS UNCOMPROMISED**

sally lindsay's

**SPINNAKER SHOP**

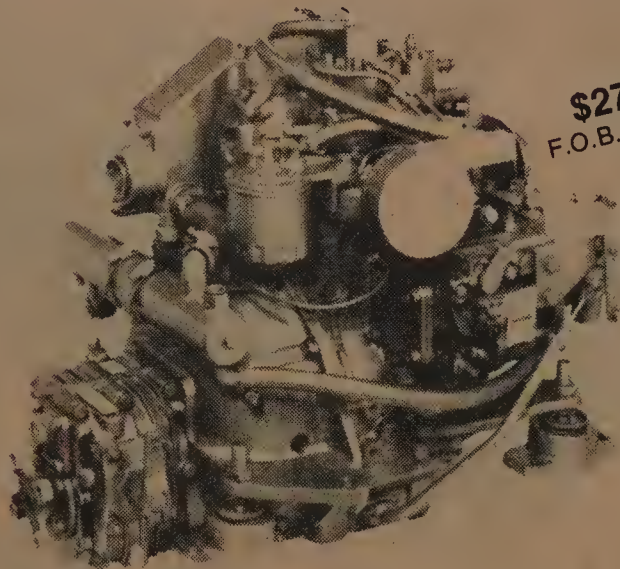
palo alto  calif

921 E. Charleston Rd.  
Palo Alto, CA 94303 **(415) 858-1544**



# HOLIDAY SPECIAL!

## Universal Diesel Model 18



**\$2795.00**  
F.O.B. FACTORY

### FEATURES:

**Standard Equipment:** electric start, shift lever, sea water pump, alternator, flex mounts, hand sump pump, lifting eye, Hurth reduction transmission, fresh water cooling, fuel pump, fuel filter, lube oil filter, decompression and glow plugs. **Cylinder Block:** spherical graphite cast iron for maximum vibration dampening. **Cylinder Head:** marine chrome nickel alloy iron w/spherical combustion chamber for smooth running & clean exhaust. **Crankshaft:** high grade steel, statically & dynamically balanced. Drilled for pressure lubrication. **Oil pan:** stamped steel, detachable for inspection purposes. **Exhaust manifold:** cast iron, fully water jacketed for sea water resistance. **Cooling:** fresh water cooling standard. **Fuel system:** Bosch fuel injection sys. for minimum repairs. Fuel filter w/replaceable element. **Lubrication:** Full pressure lubrication w/full flow spin-on oil filter. Transmission separately lubed. (Type A oil.) **Transmission:** Drop ctr gear w/helical gears & a mechanical friction clutch. Permitting free wheel'g of the propellor w/no effect on the gear. Shifting requires very little effort. Standard reduction ratio of 2:1. Lubed separately from the engine. **Flexible mounts:** Engine equipt w/3 or 4 point adjustable mounting for ease of installation & minimum vibration. **Electrical system:** 12v system standard. Marine type 55 amp alternator w/transistorized regulator, elec. starter w/solenoid for remote starting. **Glow plugs:** for easy starting year round. **Decompression:** Manually operated for bleeding fuel system or cranking engine when batteries are weak. **Propellor rotation:** right hand propellor.

The **UNIVERSAL DIESEL**, designed & engineered to power the world's finest sailboats & small craft, offers the features you want most in an auxiliary diesel engine. Smooth, quiet operation. Clean burning exhaust. Very low fuel consumption. High torque at low R.P.M. for more pushing power when you need it.

Whether you're powering a new boat or repowering an "experienced" one, insist on the finest. Universal Power for Sail ... there is no other.

Season's Greetings  
From All Of Us At

# sea-power

333 KENNEDY, OAKLAND, CALIF. 94606

Distributor: (415) 533-9290

## ANOTHER DELIVERY 37 TAYANA CUTTER



### FASTEST GROWING FLEET IN SAN FRANCISCO BAY!

Available in Four Models

Standard Cutter — Mark II Cutter

Ketch — Pilothouse

Prices Start at \$71,500 Sailaway

"ASK THE SAILOR WHO OWNS ONE"

OVER 430 HULLS BUILT TO DATE

**WINDSHIPS**  
"of 54 jack london square"

(415) 834-8232

Oakland, CA 94607

OPEN 7 DAYS — AFTER 6 P.M.-BY APPOINTMENT



## COMPLETE RIGGING SERVICE

"We Specialize  
In Solving  
Your  
Rigging Problems"

### HARDWARE HEADQUARTERS

- SOUTH COAST
- MARINER / HARKEN
- ROLEDGE
- CANOR PLAREX
- BRENTON REEF
- PILE JACKETS
- HORSESHOE LIFE RINGS
- MERRIMAN BROTHERS
- RONSTAN
- Z-SPAR PAINTS
- TOP-SIDER
- CNG REFILLS
- FLOAT-COATS
- USCG APPROVED

We're As Near As Your Phone

## RICHMOND *Yacht* SERVICE

351 Brickyard Cove Road, Pt. Richmond, CA

Call Richard Weirick (415) 234-6959



# LETTERS

*Iolanda — The Crew List applications are printed in the January issue, and the entire list in March and April. If that's too long for you to wait, we suspect you'd get a lot of response with a Classy Classified.*

*However we'd like to suggest you think about this plan seven or eight times before you actually go through with it. Just hopping on a boat and sailing to Australia doesn't always work out as well as it sounds.*

## □WHAT A GREAT IDEA!

On our way home from Mexico we stopped over in Ventura and ended up trading our Cal 40 for a 38-ft steel hull trawler. We came the rest of the way home to Northern California in our new boat.

We've been sailors for a long time but felt it was time for a change. Another reason we changed boats was because with just a little modification we now have a fully equipped dental office — with one chair — aboard the trawler. We named the boat *Open Wide* and the dinghy *Smile*.

I must say it feels odd not to have sails out there when we take the boat out.

Having sold my practice in 1979 and been sailing for a few years, I missed dentistry. We did carry some equipment when we cruised on the sailboat, but could only do temporary fillings, extractions, etc. Now we see a few patients a week and Anona is my assistant. We are enjoying it.

We have room at our dock should any of our cruising friends want to stop by and visit and have their dental problems taken care of here at Discovery Bay.

Also I want to say hello to all the hams. As KE6NG it was my rig that Susan from White Cloud N6HFD worked San Diego for almost two hours the day after the Cabo blow. We wish them fair winds and following seas.

Anona and Fred Leichtfuss  
Open Wide  
formerly Anona II

## □FROM THE SUBLIME TO THE RIDICULOUS

Moving from Santa Cruz to Los Angeles is enough culture shock for a lifetime. Not to mention finding Northern California after 32 years in New York.

All depression aside, there are very few things that I demand in life. I'm willing to fight bumper to bumper traffic to get to work each day. I will put up with parking disputes and loud neighbors. I can even understand and pay for exorbitant dock fees — as soon as I can afford them.

But I can no longer stand not reading *Latitude 38* any more. I can't find it anywhere. Here's some money. Send it quick!

Ken Knobler  
Redondo Beach

*Ken — Latitude 38's are spread all over Southern California, although thinly. You gotta be quick; most locations get them about the third or fourth of the month and run out two or three days later. Thanks for the sub.*

## □ASK SOMEBODY WHO OWNS ONE

I was extremely surprised to read your interview with Commodore Tompkins and his remarks about the Cal 40. My husband, eight-year-old son, and myself have lived aboard and cruised our Cal 40 for the past five years. We wouldn't trade our boat for any other type of sailboat on the market.

## For setting sights or seeing them — FUJINON's new waterproof COMPASS BINOCULAR



Save \$85  
7x50 MTRC  
Only \$235

Finally, a truly high quality 7x50 marine binocular with a built-in precision compass... visible and in focus as you take bearings. Unlike competitive models, Fujinon houses the fully coated, computer designed optics in a light aluminum alloy case, dry nitrogen filled. At 40 ounces, it weighs no more than plastic models.

Another benefit—the 360° liquid damped compass gives precise readings at +/- 15° off horizontal. And the compass remains bubble free regardless of temperature extremes. Submersibly waterproof and rubber coated for a better grip and impact resistance.

Fujinon's list price is \$320. Our price is only \$235—and you still get Fujinon's lifetime warranty against manufacturing and material defects.

To order, mail certified check or call and charge to your AMEX, VISA or MASTERCARD. Add \$5 for shipping and insurance. 10 day trial with full refund.

For similar savings on all other Fujinon waterproof marine binoculars (standard 7x50, 8x30, 10x70, 14x70, 15x80 and 25x150), write or call.

### NIKKO ENTERPRISES, INC.

700 South Flower Street, Suite 908, Los Angeles, CA 90017  
Out of State (800) 421-9340 In California (213) 628-9416

California residents, please add 6% sales tax.

## BOAT/U.S. — YOUR ORGANIZATION FOR SAVINGS & SERVICE

### 20 SERVICES THAT SAVE MONEY

- Boating Equipment Discounts**  
Largest Catalog, lowest prices.
- Marine Insurance** By and for boat owners. Group rate savings.
- Book and Chart Service**
- Group Travel** for boaters.
- Fast Documentation Service**
- Marine Equipment Centers**

### A STRONG LOBBY

speaks out on issues affecting boat owners interests everywhere.



### PUBLICATIONS THAT INFORM

- BOAT/U.S. Reports** newsletter
- Equipment Reports** A product alert
- Annual Book Buyers Guide**
- Seaworthy** How to avoid boat damage



### FIND OUT NOW WHY 126,000 BOATERS BELONG

BOAT/U.S. Dept. 241P Send for our FREE Brochure.  
880 So. Pickett St.  
Alexandria, VA 22304

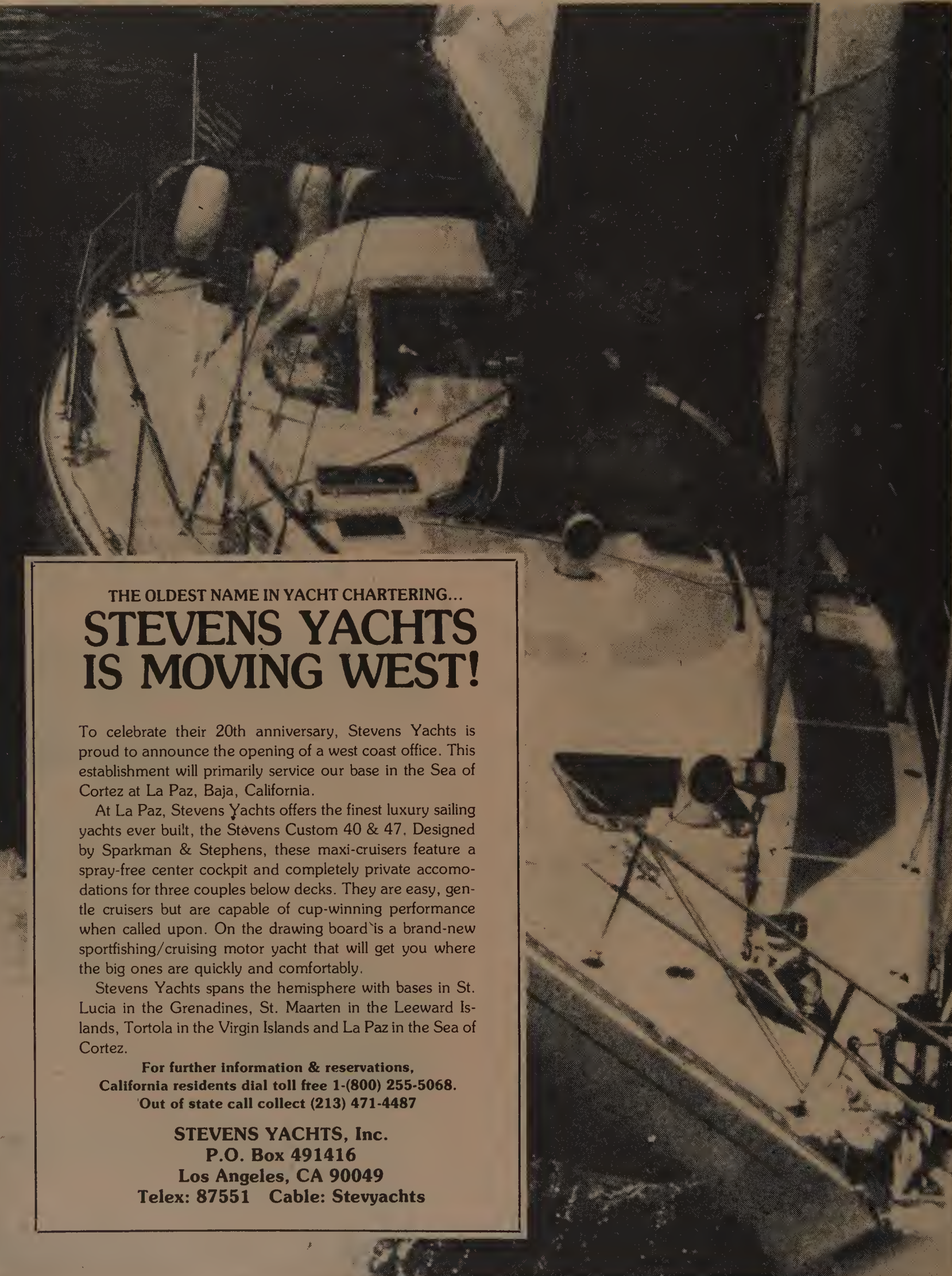
Name \_\_\_\_\_

Address \_\_\_\_\_

Zip \_\_\_\_\_

BOAT OWNERS ASSOCIATION of THE UNITED STATES





THE OLDEST NAME IN YACHT CHARTERING...

# STEVENS YACHTS IS MOVING WEST!

To celebrate their 20th anniversary, Stevens Yachts is proud to announce the opening of a west coast office. This establishment will primarily service our base in the Sea of Cortez at La Paz, Baja, California.

At La Paz, Stevens Yachts offers the finest luxury sailing yachts ever built, the Stevens Custom 40 & 47. Designed by Sparkman & Stephens, these maxi-cruisers feature a spray-free center cockpit and completely private accommodations for three couples below decks. They are easy, gentle cruisers but are capable of cup-winning performance when called upon. On the drawing board is a brand-new sportfishing/cruising motor yacht that will get you where the big ones are quickly and comfortably.

Stevens Yachts spans the hemisphere with bases in St. Lucia in the Grenadines, St. Maarten in the Leeward Islands, Tortola in the Virgin Islands and La Paz in the Sea of Cortez.

**For further information & reservations,  
California residents dial toll free 1-(800) 255-5068.  
Out of state call collect (213) 471-4487**

**STEVENS YACHTS, Inc.  
P.O. Box 491416  
Los Angeles, CA 90049  
Telex: 87551 Cable: Stevyachts**



# LETTERS

We have cruised to Mexico, the South Pacific and New Zealand, living onboard the entire time. The Cal 40 is extremely strong and well-built, and has carried us safely through all kinds of weather, including hurricane conditions. We always felt safe.

The Cal 40 is roomy and comfortable down below with plenty of headroom. We've had some thrilling rides surfing downwind with the spinnaker flying on our cruising Cal 40. We've run into a lot of people cruising on their Cal 40's in our travels and all of them were very happy with their boats.

My advice to people looking for a strong, safe, comfortable and affordable cruising boat is to check out the Cal 40's on the market.

Gary, Pam and Keith Randall  
Portland, Oregon

## MAIL ALONGS

We're another pair of cruisers with no permanent destination for a personal subscription, but who are worn out from our continual search for *Latitude 38*'s. However we shall solve that dilemma with a \$15 subscription for a year's supply to be sent to our friends, John and Helen Howard. The Howards are 11½ year veterans of Baja who will be sending your magazine on to us after their perusal.

We were lucky getting copies in Baja when January Riddle popped up with a few copies. The Texaco station in Honolulu at the Ala Wai yacht harbor supplied us with a couple, and Phil, Dale's brother from Berkeley, sent us new and old copies. However we never did find a copy in Washington.

We're Baja bound again, and hopefully will be going on to the Marquesas this time. We want to keep in touch the "*Latitude 38* way".

Thanks for all the good work and information you garner — especially the most recent Cabo San Lucas mooring/anchoring clarification.

Dale and Sally Scott  
Casino — Westsail 32  
San Diego

*Dale and Sally — Some copies of Latitude 38 are distributed in Washington, but like Southern California you have to get to the distribution point very early in the month to score. We also have a distribution point in Tahiti, but you have to be there even quicker. Sorry about that.*

*Incidentally we were in Cabo early in November and can again report there is no problem anchoring in the outer harbor. Go and enjoy.*

## THE MEXICAN PEOPLE

Congratulations on your November article on Cabo — and your sensitivity to the Mexican people and their culture. It's a great place and it would be awful to ruin it with the "Ugly American" syndrome.

You said it perfect and I hope you'll keep stressing the point — "let's be good guests, enjoying ourselves, but always sensitive and respectful of the Mexican culture".

John W. Duckett  
San Rafael

*John — We just returned from sailing down to Cabo San Lucas where we found the local population to be as charming, friendly, and gracious as ever.*

*We're not experts on the subject but we think the two biggest areas of misunderstanding between Americans and Mexicans concern time and money.*



# BASIN BOAT WORKS

Your Full Service Boat Yard  
**(415) 533-1581**

## CHRISTMAS DRAWING

**1<sup>st</sup> Prize:**

A FREE HAULOUT  
AND WASH FOR  
A WEEKEND!  
(up to 50-ft)

**2<sup>nd</sup> Prize:**

A DIGITAL  
KNOTMETER BY  
SIGNET

**3<sup>rd</sup> Prize:**

FREE OIL CHANGE &  
THOROUGH  
ENGINE CHECK

Drawing to be held December 31, 1983  
**ONE ENTRY PER PERSON, PLEASE!**

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

PHONE NUMBER: (     ) \_\_\_\_\_

BOAT TYPE: \_\_\_\_\_

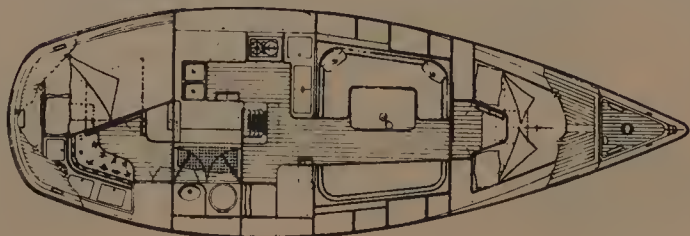
Please Mail In or Drop By to:

**BASIN BOAT WORKS**

9 Embarcadero Cove, Oakland, CA 94606



# ANNOUNCING THE NEW AND BETTER NANTUCKET 33 CRUISING SLOOP



- ✓ Redesigned center cockpit for better comfort
- ✓ More standup headroom in aft cabin
- ✓ A longer list of standard equipment
- ✓ Designed by Australian Peter Cole N.A.
- ✓ A new lower price. Inquire.

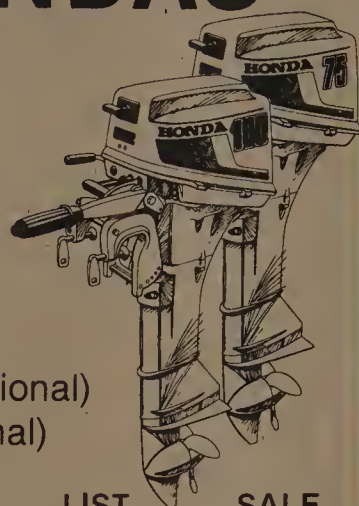
Send for free brochure and see how much boat a 33 footer can be!

WRITE:

New Wave Yacht Co.  
#3 Gate 5 Rd., Sausalito, CA 94965

## '83 HONDAS

- Four Stroke
- Quietness
- Efficiency
- Reliability
- Performance
- Solid State Ignition
- 60 Watt Alternator
- Remote Control (optional)
- Vertical Start (optional)



		LIST	SALE
7.5 h.p.	short shaft	995.00	885.00
7.5 h.p.	long shaft	1,005.00	899.00
10 h.p.	short shaft	1,155.00	979.00
10 h.p.	long shaft	1,165.00	989.00

**FREE** — Fresh Water Flush Kit  
With Each Engine!

*Voyager Marine*

1296 State St., Alviso, CA  
(408) 263-7633

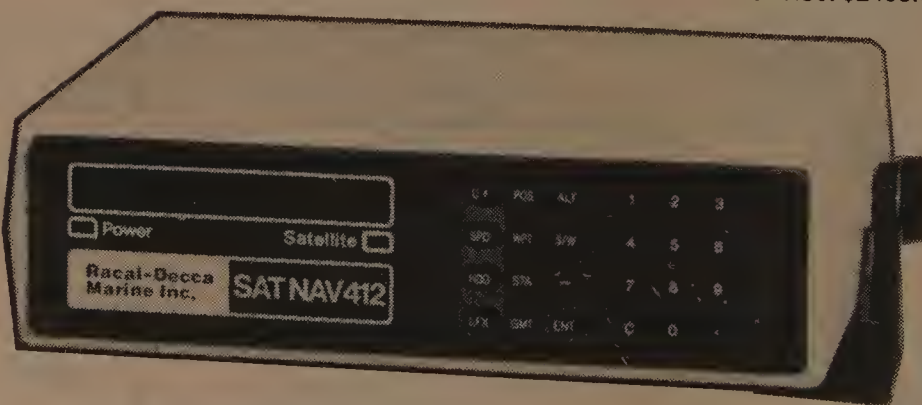


## NEW FROM RACAL-DECCA

The World's  
Smallest  
Sat-Nav  
is Now  
the Best  
Value

The NEW Racal-Decca Sat-Nav 412 is a very attractive combination of small size, low price and high performance. Extremely low power consumption and weight aloft make this a perfect addition to your navigation security. Give us a call or drop in for more information.

List Price: \$2495.00



**Special Introductory Price: \$2095.00**  
With Optional Heading Sensor: \$2495.00



**ELECTRO-NAV**  
**MARINE ELECTRONICS**

1255 Park Avenue, Emeryville, CA 94608 (415) 547-6201



# LETTERS

Speed and efficiency, for example, are big in the United States, but don't count for shit in Mexico. Hanging around and shooting the breeze for about ten minutes is usually the way to get things done the fastest. We don't know why this is, but we go with it rather than fight it.

In regard to money, many Americans seem to believe that the relatively poor Mexicans will do just about anything for a buck. Au contrair amigo! Americans are all whores in comparison to Mexicans who as a rule will do anything for friendship and nothing for money.

It's easy to get along with the Mexicans; be courteous, respectful, very patient, try to speak their language, and have a sense of humor. You will be rewarded many times over.

## □ HOPE IT GAVE YOU A THRILL

This solitary sailor and avid reader was pleasantly surprised to see a photo my of sloop on page 99 of your October issue. My boat is a 23-ft Maya, hull number 9, built in 1956 in Yokohama, Japan. She's all wood of course.

The Maya's were once a popular one design class like the Bears, Birds, Folkboats and others. Now my boat, Kaze, and I prowl the Bay looking for any other Maya survivors in this age of fiberglass.

Any of your readers out there who own or know of Maya's are invited to hail my bright red sloop or call me at 344-0238.

Noel Duckett  
Oyster Point

## □ OVERLOOKED

As a yachtsman I am writing this letter to warn dinghy sailors of a dangerous and potentially fatal hazard often overlooked at regatta sites.

Last week I was shocked by news that Stuart Walker, a contemporary of mine and a good friend, was electrocuted at a Lightning regatta when he touched some overhead powerlines while stepping his mast. Stuart, a veteran sailor, was a three-year collegiate All-American at the College of Charleston and was recognized as one of the best sailors in South Carolina.

How could such a tragic thing happen? How could Stuart make such a mistake? Why were boats being rigged in such a hazardous area? The questions roll on.

The fact is several people are electrocuted each year in this manner. Most yacht clubs and popular boating facilities now have underground wires. The problem typically is found at semi-secluded lakes and private beaches. I plead that when planning a regatta or rigging your own boat that you consider overhead. The cost of human life has already been too great.

We shall miss Stuart.

Joe Petrucci  
Director of Sailing  
Stanford University

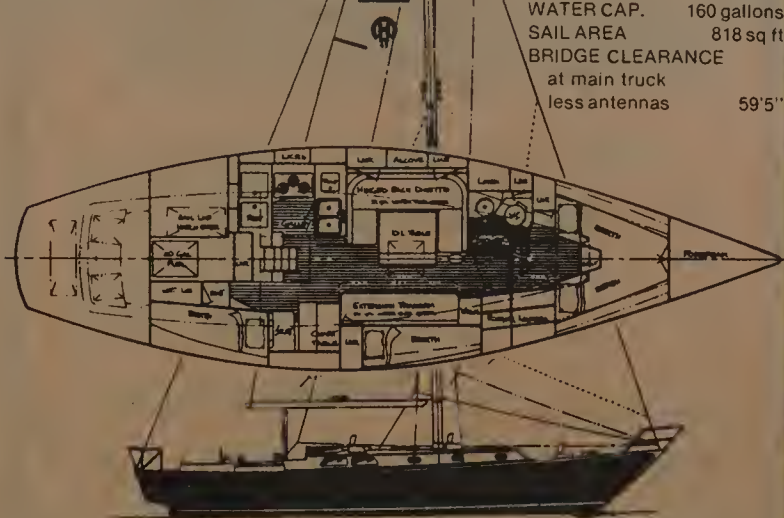
## □ OOPS!

Enclosed find a check for a subscription for my father so he can be sure to save every copy of *Latitude 38* after we leave for Mexico and the South Pacific.

Please let me take a moment out of the "final provisioning panic" to correct inadvertent omission in the write-up in last month's *Changes in Latitudes* and an error that was due to my misinforming *Latitude 38*. *Seafarer* was refitted by the previous owner, Glen Sommer, and I certainly never intended to slight him by omitting his name. The work was done at Glen's own yard, Sommer Boat Works, Inc. I apologize to Mr. Sommer for not recognizing him

See Her Here Now!!

**HINCKLEY**  
**SOUTHWESTER 42**



DIMENSIONS	
L.O.A.	42'9"
L.W.L.	31'3"
BEAM	12'6"
DRAFT: board up	5'0"
board down	9'1 1/2"
fixed keel	7'0"
DISPL	24,000 lbs
BALLAST	8500 lbs
FUEL CAP.	60 gallons
WATER CAP.	160 gallons
SAIL AREA	818 sq ft
BRIDGE CLEARANCE	
at main truck	
less antennas	59'5"

## BROKERAGE BOATS

1979 GULFSTAR 47 Motorsailer.....	\$215,000
1977 CHEOY LEE MIDSHIPMAN 40.....	\$87,500
1965 BERMUDA 40 Yawl.....	\$99,500
Classic 32' GAFF SLOOP, "Black Witch".....	\$36,500

**HINCKLEY PACIFIC, INC.**

50 Madrona Avenue  
Belvedere, California 94920  
(415) 435-1451



**ARDIC** the better boat heaters  
by **VOLVO** of Sweden

A SAFE BOAT HEATER  
YOU CAN RELY ON



**SAT.NAV SALE**

**Magnavox MX-4102**  
**With Auto Speed and Heading**  
**Components**

**best systems available**  
**at the best prices**

— COMPLETE YACHT SERVICES —  
**BOB PINKUS MARINE**

1155 Embarcadero  
Oakland, CA 94606  
(415) 839-5202





**Will you Renew at a  
REASONABLE  
RATE?**



Don't wait until you have a claim or are jolted with that reminder of annual renewal to review your insurance coverage.

NOW — not renewal time — is your best chance to get a competitive estimate. Do it before you are signed up for another year!

Since 1938 — from ships big, to yachts small, we've insured them all. You'll be covered by the very best companies and backed by our experience in this specialized field.

Call or write us today...let us show how we'll work for you!



**(415) 421-4995**

582 MARKET STREET, SUITE 614  
SAN FRANCISCO, CA 94104

Val G. Clayton

**Assurance Since 1938**



Things of the Sea

## THE ULTIMATE NAUTICAL GIFTSHOP

Many Unique & Original Works of Art.  
Largest Selection in the Bay Area

Lamps, Clocks, Barometers,  
Crystal, Jewelry, Art, Galleyware,  
Brassware and Much, Much More . . .

★ Books (over 1000 titles) Charts ★

**MARINE EQUIPMENT**  
Power and Sail

• Deck Shoes • Foul Weather Gear •  
• Caps • Hats • Boots • Etc . . .

Christmas Hours • Free Refreshments  
Monday, Tuesday, Wednesday, Saturday: 1000 - 1800  
Thursday, Friday: 1000 - 2000  
Sunday 1100 - 1700

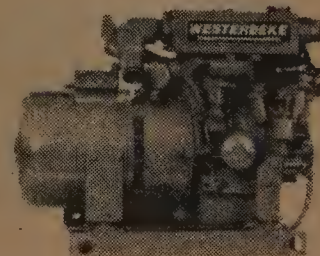
**1640 W. CAMPBELL AVE., CAMPBELL, CA**  
(Kirkwood Plaza) **(408) 866-0170**

## The New Little Westerbeke Baby . . .

### Baby 3KW Diesel Generator Set

Smallest, Lightest, Smoothest, Best-Equipped  
Diesel Generator We've Ever Offered!

- Two cylinder smoothness & reliability
- 4 cycle overhead valves
- Fresh water cooling — standard
- 12 volt 35 ampere alternator
- Total weight 308 lbs
- Length 28.50", width 16.25", height 21.5"
- Displacement 27.52 cu. inch
- Vibration isolators
- 12 volt starting motor
- Water-injected exhaust elbow
- Drip tray
- Full engine instrumentation



only 21½" high!!



**MARINE ENGINEERING  
ASSOCIATES**

269 Third St., on the Channel in San Rafael

**(415) 456-7886**

**24-HOUR TOWING & SALVAGE SERVICE**  
**ATOMIC FOUR — ENGINES AND PARTS**



# LETTERS

publicly for rescuing *Seafarer* from the wood pile and making her what she is today.

Wendy McDonald  
Seafarer  
Redwood City

Wendy — Thanks for setting the record straight, we know how hectic things can get near the end.

Here's a picture Glen Sommer took of *Seafarer* — or what there

GLEN SOMMER



1977, when Glen Sommer installed new frames, new planking, a new stem, a new horn timber and shaft log.

was left of her — during the reconstruction period.

## INVESTMENT YACHTS

Whoa, there, *Latitude 38*, let's not start getting sanctimonious about not publishing "rumors" — some of the best stuff in the mag is the rumors!

I'm delighted to hear Investment Yachts Unlimited paid for its advertising — presumably you only take cash in advance — but they did it with our money.

Actually, my husband and I consider ourselves lucky — we have our boat, and it was commissioned, sort of. All we're out that we can prove is a couple hundred dollars of charter revenue — thank goodness this all happened in the winter — and our last two months' berth rental, which Michael and company never paid to Embarcadero Cove. We have also spent the whole year, and what seems like megabucks, getting everything fixed that was sloppily commissioned or never done in the first place, and we aren't finished yet. But at least now we're in a good charter program, in a better location, with

# PENINSULA MARINE SERVICES

EXPERT  
DIESEL, GAS & ELECTRICAL SERVICE

AUTHORIZED DEALERS FOR:



GAS — DIESEL — I/O



— SALES — PARTS — SERVICE —  
IN SHOP OR ON THE WATER

REPOWERING OR BUILDING  
CALL US FOR EXCEPTIONALLY LOW ENGINE PRICES!

**(415) 366-2636**

639 BAIR ISLAND ROAD, SUITE 8,  
REDWOOD CITY, CA 94063

(Opposite Peninsula Marina)

Three  
Of a Kind  
BY MARTEC



Martec low drag struts are available in any size and quantity for custom or production yachts.

Martec Sacrificial Zinc Anodes provide low cost protection from electrolysis. We offer two low drag styles for shafts in strut or non-strut installations.

Martec low-drag propellers will improve your boat's sailing performance. Sea-tested in worldwide trans-oceanic cruising and racing. Martec is the optimum low drag propeller. Over 6,000 different sizes from 11" to 44"! Smart sailors know without a Martec you're moving about a knot too slow!

**MARTEC®**  
THE SAILBOAT PROPELLER PEOPLE  
Martec Engineering Corporation  
2257 Gaylord Street, Long Beach, CA 90813  
(213) 435-4494 TWX 910 341-7691



# DO SOMETHING PRODUCTIVE



GET YOUR BOAT READY FOR  
SPRING SAILING

AND TAKE ADVANTAGE  
OF OUR

**SPECIAL WINTER  
DISCOUNT  
\$3.00/foot\***

INCLUDES HAUL/LAUNCH  
AND HIGH PRESSURE WASH

OFFER GOOD TIL  
MARCH 1, 1984

*\*Special Rate  
not applicable  
to elevator*

HOME OF THE NORDIC FOLKBOAT

**SVENDSEN'S  
BOAT WORKS**

1851 Clement Avenue in Alameda

BOATWORKS/522 2886 - CHANDLERY/521-8454



## **“AUSSIE” 18-ft SKIFF FOR SALE**

18-ft Skiff For Sale  
Complete with Trailer.  
4 Masts & Sails.  
Excellent Condition.  
Ready for Sailing.  
PRICE: \$25,000.00

**CONTACT: J. Davis (415) 761-2754  
P. Levy (415) 952-6700**



# LETTERS

people who care about our boat.

I dread to think what happened to the people who bought boats after we did.

I must assume you know you printed the last set of ads after Michael was long gone and IYU was already bankrupt — as a consumer-oriented mag, that just doesn't seem right.

And we too kept looking for something about this whole debacle after it occurred — thank you, Marty Baskind, for finally bringing it up — we rely on *Latitude 38* for the local scoop, which you're usually so good about providing. We still don't really know what happened, and would love to hear more. Have we got a home-grown John DeLorean on our hands? Is the CIA involved? You get the idea . . .

Otherwise, we still love you and can't wait for each new issue.

Louise Pescetta  
Papoon  
Alameda

Louise — Forgive us for being sanctimonious, it doesn't really suit us at all.

We looked into the *Investment Yachts, Inc./Michael Grayson* story, and here's what we found. Although you and some other people may not be inclined to believe it, those who knew Grayson well described him as a member of an eastern religion who tried to live a very uplifting life. He was a family man whom we were told neither drank nor smoked. Like his wife and three children, he was a strict vegetarian.

By all accounts he was an exceptionally talented salesman, and very smart. There is evidence that he was also a compulsive gambler. He once revealed to an associate that he had been a member of *Gambler's Anonymous*.

The addiction to gambling is a powerful one; many professionals believe it is harder to break than addictions to heroin and alcohol. Often times gambling addicts are so smart they are able to fool everyone that they are cured — themselves included.

According to several eyewitness accounts Grayson was confronted by some hard-looking characters during lunch one day at Quinn's Lighthouse. He dropped out of sight the next day, and returned to *Investment Yachts* offices two weeks later to clean out his desk. A month later he was selling yachts out the 'back door' of a brokerage firm in Marin County, but when the word got around he and his family dropped out of sight. The folks we spoke to have not seen or heard from him since.

Perhaps the biggest difference between the demise of *Investment Yachts* and other celebrated yacht dealer defaults in recent years is who got hurt. In most previous cases everybody got screwed who possibly could; customers, bankers, manufacturers, suppliers — everyone. It's our understanding that this really wasn't the case with *Investment Yachts*.

The big losers were two investors in the company, one who lost over \$100,000, and another who lost \$30,000 and a 38-ft boat. From what we understand these people may not have lost all of their money had they watched the books a little closer.

One customer apparently lost a \$5,000 deposit on a boat, although apparently there are some individuals trying to make this deposit good on another boat. In addition local marine suppliers are believed to be out about \$10,000.

It is our understanding that no banks lost any money, nor did any manufacturers.

As for the commissioning of boats or the lack of it, we're told that your boat and others were done to the normal standard. Your two months of free berth fees were apparently there to be paid, but were

# SYSTEMTHREE

## THE BOATBUILDER'S EPOXY

- CURES IN HUMID WEATHER
- CURES IN TEMPERATURES TO 35°
- IDEAL FOR COLD MOLDING, GLUING & LAMINATING
- A TOUGH, CLEAR RESILIENT "STATE OF THE ART" BOATBUILDING EPOXY

### WRITE FOR FREE BOOKLET: SYSTEM THREE RESINS

229 Tewksbury Ave. • Pt. Richmond, CA 94801  
(415) 236-4242

#### IN HAWAII CONTACT:

FIBERGLASS HAWAII (808) 847-3951

#### IN SANTA CRUZ CONTACT:

MONTEREY BAY FIBERGLASS (408) 476-7464

#### IN NEW ENGLAND CONTACT:

R.P. ASSOCIATES, INC. (401) 683-0948



## Will Our Young Sailors See Action Like This?

Through the donation of boats and equipment it's possible. The California Maritime Academy on San Francisco Bay is in need of racing or cruising, power or sail boats for training midshipmen and community youth groups. Gifts are normally tax-deductible. All requests for information handled quickly and confidentially. Transport and details handled completely by our staff. Contact:

### California Maritime Academy Foundation

P.O. Box 327, Vallejo, CA 94590  
(707) 644-5601, ext. 216

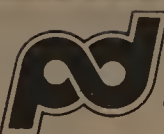


MARINE



INSURANCE

***This is no time  
to worry about  
proper coverage...***

**PACIFIC  DELTA**  
DIV. OF  
TEDRICK-HIGBEE

**TEDRICK  HIGBEE**  
INCLUDING PACIFIC-DELTA

**NOW UNDER ONE ROOF IN ALAMEDA  
OUR OPERATION IS NOW  
STRONGER AND MORE EFFECTIVE THAN EVER**

2425 WEBB AVENUE  
ALAMEDA, CA 94501  
(415) 523-3435

**FOR BOAT INSURANCE  
CALL PAM VICKREY**

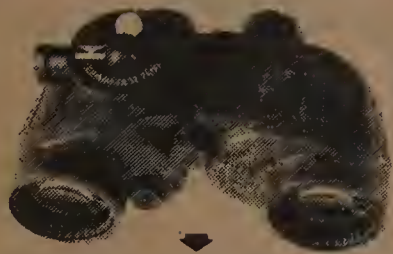
**(415)523-3435**

THINK OF US TOO FOR INSURANCE FOR MARINAS, BOAT RENTAL FLEETS, BOAT DEALERS & OTHER BUSINESSES.  
WE HANDLE U.S.L. & H., LIFE, HEALTH, ACCIDENT AND MOST ANY OTHER KIND OF INSURANCE.  
TIDY UP YOUR INSURANCE LIFE BY GETTING ALL YOUR EGGS IN ONE BASKET.



# MERRY CHRISTMAS!

Beautiful Gifts  
to Delight Any Yachtsman!



## Binocular

Model 7x50C, the Steiner Flagship, shock-proof, water-proof. Integrated compass with pushbutton illumination for night use. Brightest of Steiner's binoculars even under very difficult light conditions. Impervious to extreme temperatures.

..... List \$650.- Only \$389  
Same but without compass..... List \$299.- Only \$229

## Opti Compass

Opti & Mini compasses, the Best Quality compasses rated for accuracy.

..... Opti Only \$89  
..... Mini Only \$85



## Clock

Beautiful polished brass wind-up chiming ship's bell clock by Schatz. .... Only \$199.95  
Matching barometer/thermometer..... Only \$119.95

## Yaesu



The Best, 1 & 3 Watt power output, digital handheld VHF. Available 100 channels US & International, 5 Weather, priority scan. List 499..... Only \$310

## Radio

G.E. 10 Band, full service portable radio with two-way power. AM/FM/International SW, 40 Ch. of CB, plus many more features..... Now Only \$89.95



## Wasp Log

NEW, towed speed and distance log, complete with 2 lines, 2 spinners, 2 sinkers. With mounting hardware. In wooden box..... Only 182.50

MANY OTHER ITEMS ON SALE AT SIMILAR LOW PRICES  
PRICES GOOD WITH REFERENCE TO THIS AD ONLY

Priced limited to inventory on hand and may change without notice.  
California residents add 6% Sales Tax, LA 6.5%. MasterCard and VISA accepted. Phone Orders Okay. We ship UPS at Cost.

**CHRIS BOCK INSTRUMENTS**

13011 W. WASHINGTON BLVD., LOS ANGELES, CA 90066  
(near Marina del Rey) (213) 823-2322



## AUTOMATIC PILOTS to enjoy sailing more!

CASTLE CS 1 tiller pilot, low power.....\$405  
AUTOHELM 1000 tiller pilot, well known.....\$415  
AUTOHELM 2000 tiller pilot for larger boats.....\$630  
AUTOHELM 3000 easy hook-up to wheel.....\$659  
AUTOHELM 5000 under deck installation to wheel.....\$1690  
SHARP SEAPILOT, dependable for sail and power.....\$1561  
SHARP OCEANPILOT for larger yachts.....\$2175  
MARK V for small motor boats up to 30 feet.....\$456

## SEXANTS

FREIBERGER YACHT (3/4 size) 2.4x telescope.....\$355  
FREIBERGER DRUM (full size).....\$445  
LUNA Full size with light, 4x telescope.....\$390  
TAMAYA VENUS (7/8 size) with UNIVISION.....\$422  
TAMAYA JUPITER (full size) 4x telescope with light.....\$494  
TAMAYA SPICA Top of the line, 4x telescope with light.....\$628  
CASSENS & PLATH The ultimate brass sextant with FULVIEW mirror.....\$810  
(3) CASSETTE NAVIGATION COURSE, including text book.....only \$59.95

## HAND BEARING COMPASSES at drastic REDUCTIONS!

SUUNTO KB-20/360R "see through" plastic case.....\$16  
SUUNTO KB-77/360RL prism type viewing, metal case.....\$55  
SUUNTO KB-14/360RT "see through" metal case with tritium light.....\$58  
SESTREL Sure-Sight, prism magnified compass with tritium light.....\$75  
SILVA Universal, with 2 mounts, use it as back up and tell tale overhead.....\$69

## DEPTH SOUNDERS

SPACE AGE ELECTRONICS Flasher, designed for in-hull installation, very powerful, deep reading to 160 fathoms, wide angle transducer w/dual alarm, HI/LOW, ideal as anchor guard.....only \$199  
SEAFARER 5, Flasher, 60 ft/60 fathom, visible & audible alarm List \$249.95.....\$175  
SEAFARER 700, powerful Flasher, 60 ft/100 fathoms, digital depth display shallow and deep alarm w/depth guard. List: 349.95.....\$245  
SEAFARER Repeater for mod. 5 & 700, digital, bulkhead mount List \$199.95.....\$140  
SMR SEALAB Flasher 60 feet/60 fathoms with alarm.....\$111  
SMR SEALAB FLASHER 60 feet/120 fathoms with alarm.....\$130  
IMPULSE DIGITAL 360 feet with alarm.....\$275  
IMPULSE DIGITAL 600 feet with alarm.....\$300

## VHF RADIO TELEPHONES

RAY JEFFERSON 678, 78 channel handheld.....\$249  
EPSCO 108 Channels, digital keyboard, LCD Indicator, 25 Watt, US + Intern.....\$275

## RADAR DETECTORS

TAMAYA Radar Check.....Special, only \$85  
LO-KATA Watchman List 349.00.....\$299

## RADIO DIRECTION FINDERS

EPSCO Seafarer w/built-in Sestrel compass, earphones. Great handbearing compass too, digital frequency indicator. List \$349.95.....\$285  
RAY JEFF mod. 670 LCD readout. List \$449.95.....\$229.50  
RAY JEFF mod. 680 automatic DF. List \$629.95.....\$319.50  
LO-KATA handheld, LCD digital display.....\$499  
RAY JEFF mod. 660 Automatic DF.....\$254

## DISTANCE LOGS

WALKER KDO Outrigger Log.....\$279  
WALKER ECONOMY, similar to KDO but sling pattern, ideal back up unit.....\$195  
WALKER EXCELSIOR MK IV outrigger pattern for larger yachts.....\$323

## SHORT WAVE RECEIVERS

PANASONIC RF-2600 AM/FM/SW 3.9 to 28MHz, digital indicator.....\$185  
YAESU FRG-7 communication receiver 0.5 MHz to 30 MHz, 30 bands.....\$270  
G.E. WORLD MONITOR deluxe 6 band AM/FM 4 internat. sw, dig., List: 235.....ONLY \$199

## BAROMETERS, CLOCKS, CHRONOMETERS

Twin Cell Barometer 4" dial in inches and millibars, brass case.....\$80  
Matching Quartz Clock, made in Germany.....\$80  
Barometer/Thermometer 4" dial, brass case.....\$72  
Matching wind-up, 7 jewel striking ship's bell clock, made in Germany.....\$140  
TAMAYA precision barometer, black dial silver color brushed case.....\$168  
TAMAYA matching quartz chronometer, very precise and rugged.....\$159

## NAVIGATION CALCULATORS

TAMAYA NC-77 w/built-in almanac thru year-1999.....\$250  
NC-88.....CALL FOR PRICE QUOTE

## BINOCULARS

FUJINON 7x50 rubber coated.....\$245  
TAMAYA 7x50 rubber coated w/leather case.....\$269  
SWIFT 7x50 rubber coated.....\$91.50  
SWIFT 8x40 center focus.....\$60

## MANY OTHER ITEMS ON SALE AT SIMILAR LOW PRICES

PRICES GOOD WITH REFERENCE TO THIS AD ONLY

Priced limited to inventory on hand and may change without notice.  
California residents add 6% Sales Tax, LA 6.5%. MasterCard and VISA accepted. Phone Orders Okay. We ship UPS at Cost.

**CHRIS BOCK INSTRUMENTS**

13011 W. WASHINGTON BLVD., LOS ANGELES, CA 90066  
(near Marina del Rey) (213) 823-2322



## We Do Most Anything Electrical

REPAIRS • SERVICE • SALES • INSTALLATIONS  
DOCKSIDE OR SHOP MOST MAKES AND MODELS

Auto Pilots	Generators	Pumps
Alarms	Heads	Radio's
Antenna's	Instruments	Recorders
Batteries	Ignition	Sounders
Chargers	Lighting	Wiring
Corrosion	Navigation	And More

Corrosion Control Surveys  
Electrical System Surveys

**NEW AND USED EQUIPMENT  
TRADE INS AND CONSIGNMENTS**

## MARINE ELECTRICAL SERVICE

635 Bair Island Rd.  
Redwood City, California 94063  
(BACK OF BOATERS SUPPLY)

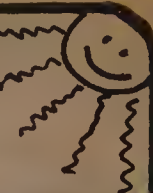
—367-7833—



# MERRY X-MAS

FRIENDS AND CUSTOMERS

WHEREVER



**SCANMAR MARINE PRODUCTS**  
MONITOR - NAVIK - ZODIAC - CT YACHTS

## SEABIRD SAILING CENTER

Berkeley Aquatic Park

### SMALL BOAT SPECIALISTS

- |               |               |
|---------------|---------------|
| * LIDO 14     | * PARTS       |
| * LASER       | * ACCESSORIES |
| * LASER II    | * LESSONS     |
| * LASER SHELL | * RENTALS     |

(415) 548-3730

80 Bolivar Dr., Berkeley, CA 94710

## FREE

INVENTORY OF  
SPARE PARTS  
INCLUDED  
WITH  
EVERY ENGINE!

- Heavy duty
- Low Speed
- Water Cooled  
Seawater Pump
- Fresh Water  
Heat Exchanger
- Reverse Reduction  
Gear Box

**30-DAY MONEY BACK GUARANTEE**

ORDER NOW

**(619) 464-6030**

SAVE BY BUYING DIRECT FROM THE EXCLUSIVE IMPORTER OF  
CHINA DIESEL MARINE ENGINES IN THE USA AND CANADA.

## CHINA DIESEL IMPORTS

15749 Lyons Valley Road, Jamul, Calif. 92035

## NEW!

# HARDY MARINE DIESEL ENGINES

RELIABLE • SUPERIOR QUALITY

MODEL 190 C **\$1,190.**

1-Cylinder 10 horsepower marine diesel engine with  
transmission, hand crank and electric starter. Retail value \$2995.

MODEL 290 C **\$1,795.**

2-Cylinder 20 horsepower marine diesel engine with  
transmission, hand crank and electric starter. Retail value \$4995.

MODEL 390 C **\$2,250.**

3-Cylinder 30 horsepower marine diesel engine  
transmission, and electric starter. Retail value \$6995.

**DIESEL GENERATORS 8 KW \$1995. 3 KW \$1295.**

Now Available Direct From The Importer No Middle Man  
Prices and specifications subject to change Prices do not include shipping  
Calif. residents add 6% sales tax.

**CALL NOW OR SEND COUPON TODAY FOR COMPLETE  
INFORMATION ON** ☐ MARINE ENGINES ☐ DIESEL GENERATORS **L38**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_

ZIP \_\_\_\_\_

PHONE ( ) \_\_\_\_\_



# LETTERS

confiscated with all other assets in the bankruptcy proceedings: (If it makes you feel any better, our bookkeeping department checked and found we didn't get paid for the last ad either).

So all told, the Investment Yachts story looks much less like the tale of a malevolent crook than a man with a devastating sickness.

For those interested, the November 23 Wall Street Journal carried a feature story about compulsive gamblers embezzling companies. There has been a dramatic increase recently.

## ☐ POLOGIES TO CHIMO

Please allow me to use your fine magazine to extend my most humble apologies to the owner/driver of the fair yacht *Chimo*.

Sunday, 6 November 1983, mid-afternoon in Raccoon Straits, I committed the most unforgiveable yachtsman's "faux pax" imaginable. *Chimo* must have had a terrible time explaining my rudeness to his guests aboard. You see, while under sail, downwind, overtaking a nice big sloop to my starboard and avoiding the crossing sailboat on a starboard tack off my port bow, I somehow managed to get myself right smack 30 feet in front of the *Chimo*, which was motoring home. I know it was about 30 feet because I almost fouled his prop with my 50 feet of fishing line I had out the back (I love fresh fish).

Then, to make it worse, I didn't give him more than 30 feet or so clearance as he motored on by on my port side. I really should have crowded that boat on my right I guess.

Anyhow, I'm surely sorry I was so rude that *Chimo* shouted f---right there in front of his guests.

I doubt Mr. *Chimo* readers your fine magazine devoted to promoting the gentlemanly sport of sailing, but I figured this is the best way to appropriately apologize to *Chimo*.

P.S. I simply can't believe the race committee didn't initiate the protest and disqualification of *Secret Love*. Their lack of action is a de-facto endorsement of the *Secret Love*'s action, and a sure-fire invitation for Coast Guard regulation of races.

B.G. Thomas

## ☐ OUR PLEASURE

I wanted to let you know that the Women's Racing Association kick-off was a huge success — more than 100 people.

My husband Kevin, was sitting at the bar and overheard many people say they heard about the meeting through *Latitude 38*.

Many thanks for your pre-meeting publicity.

Glenda Carroll  
President

## ☐ A POLICY YOU'RE NOT GOING TO LIKE

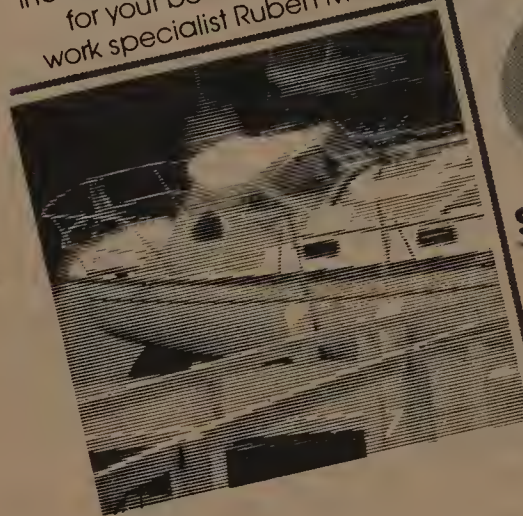
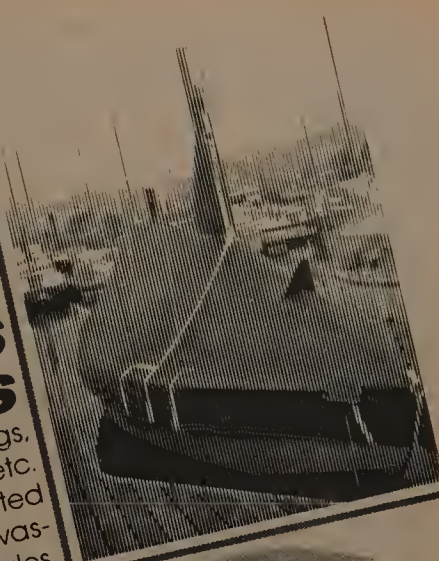
When the chips are really down, the Coast Guard may help you, but don't count on it!

On the morning of the big storm of November 10th, our beautiful wood Ohlsen 36, *Torfin*, broke loose from her mooring in Belvedere Cove and went aground near the rock cliffs below Beach Road. The Coast Guard was summoned by alert residents at 9:50 a.m. and arrived about half an hour later with a 40-footer. By nudging her bow up to *Torfin*, a crewman was put onboard and all looked prosperous for a possible rescue. After a few minutes, however, the skipper changed his mind, retrieved his crewman, and announced that the yacht might be damaged in the process of towing her off the rocks and that he couldn't take that responsibility!

My wife, Jane, had appeared on the scene by this time, but despite her pleas and those of others, the Coast Guard vessel thereupon shoved off and left *Torfin* to her fate.

## Beautiful Custom Dodgers and Covers

... plus sail covers, jib bags, wheel & binnacle covers, etc. Individually designed & crafted for your boat by our canvas-work specialist Ruben Morales.



**SOBSTAD SAILMAKERS**

1230 Brickyard Cove Rd  
Pt. Richmond, CA 94801  
415/234-4334, or  
415/234-8192

## DAN'S DIVING SERVICE

6077 Ralston Avenue  
Richmond, CA 94805

(415) 232-0904



BOAT  
SALVAGE

•  
ELECTROLYSIS  
CONTROL

•  
PROP & SHAFT  
WORK

•  
HULL MAINTENANCE

•  
SEARCH & RECOVERY



# LIFERAFT SERVICE & SALES

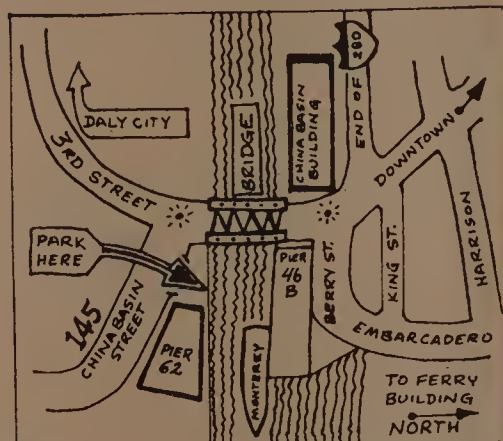


\*Specialists in Testing & Repair of Inflatable Liferafts & Boats

\*U.S.C.G. Approved Facility — Revere Liferaft Factory Trained, Certified Technicians

\*Bay Area's Most Modern Facility

\*Liferaft Experience Since 1965



## FACTORY APPROVED FOR:

AVON • B.F. GOODRICH CREWSAVER®  
TOYO • GIVENS • WINSLOW • AUTOFLUG  
And Other Quality Inflatables

EXCLUSIVE BAY AREA

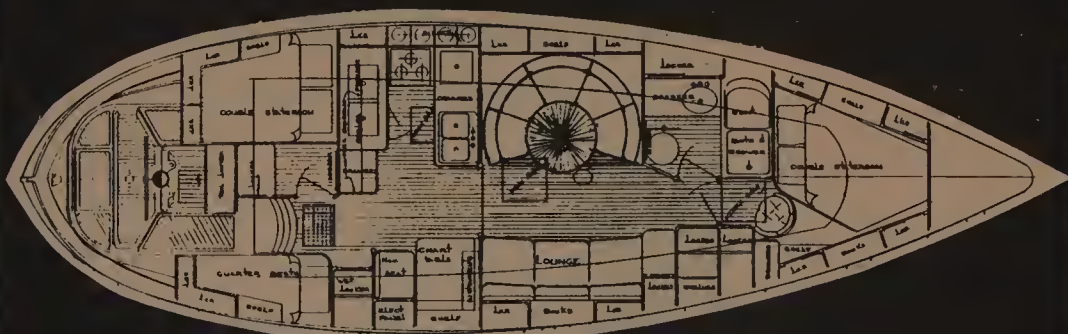
145 China Basin, San Francisco, CA 94107

(415) 974-6390

WARRANTY SERVICE BASE

## NEW ARRIVAL TO THE WEST COAST

- Naval Architect: Stan Huntingford
- Built to A.B.S. Standards
- Extensive List of Standard Equipment



- Cutter Rigged for Ease of Handling
- Modern Underbody with Skeg Rudder
- Fiberglass — Airex Hull Construction
- Fast and Safe Cruising Yacht

## THE ULTIMATE BLUE WATER CRUISER

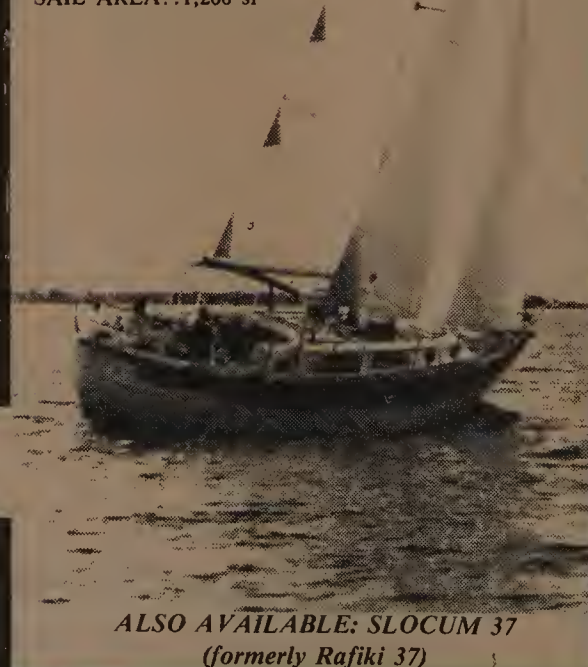
# Slocum Yachts

494 S. BERNARDO AVE., SUNNYVALE, CA 94086 (408) 738-8620

## Introducing

### Slocum 43

L.O.A. .... 42'6"  
L.W.L. .... 35'10"  
BEAM .... 12'11"  
DRAFT .... 6'4"  
DISPL. .... 28,104 lbs  
BALLAST ... 9,000 lbs  
SAIL AREA .. 1,208 sf



ALSO AVAILABLE: SLOCUM 37  
(formerly Rafiki 37)



# LETTERS

Thanks a lot, Coast Guard.

But all was not lost. By now, after a frantic drive from the city, I'd reached the action. We managed to get a small boat through the surf-like conditions in the Cove and out to Torfin and then managed to row out and set an anchor. With the tide inexorably rising and the wind and sea setting Torfin's planking to within inches of the rocks and ultimately the cliff, she was winched off and saved.

For the truly heroic efforts of Hans Bernwall, Dick Melbostad and Jim Cooper we are forever grateful, as we are also to the alert Dr. Stu Stevens who phoned me in the city and set the rescue in motion.

Robert Van Blaricom  
Tiburon

Robert — As you no doubt now have learned, the Coast Guard is adamant about not being in the salvage business.

Bob Cathey of Search and Rescue told us that once Torfin was up on the beach and it was determined no lives were in danger, the Coast Guard considered the situation to be stabilized and therefore their responsibility completed. At that time they figured it was your burden to arrange for a salvage company to pull your boat off.

We asked Cathey if the fact there were some six to eight other boats loose in the area on that stormy morning night have had anything to do with the Coast Guard not towing Torfin off. He said no, it was simply a matter of the Coast Guard not being in the salvage business.

This attitude might seem a little heartless to some — indeed it struck us that way. Apparently it stems somewhat from the fact that three years ago Search and Rescue lost five helicopters and 15 Search and Rescue members. Concerned about their heavy losses of manpower and equipment, they investigated and discovered they were conducting all kinds of missions which really weren't their responsibility. Towing boats such as yours off beaches is one of the things they are not supposed to do.

## □ A GALE HASN'T SUCH A STING

I never felt half as lonely at sea alone as I do now in this city filled with people.

I have been living in Canada near Vancouver where *Little Rascal* is now berthed — this after a wonderful summer of sailing up here. Then I got a call from my sister saying Mom had died. I find it far more frightening to have no family except my sister at age 24 than any of the gales I ever faced.

My Mom's death was sudden and the cause still unknown. She had no suffering though; the neighbor who found her a day later said she looked as though she was just lying down for a nap.

My Mom followed sailing avidly by reading your magazine, the copies of which she would forward to me up north.

One of the reasons I'm writing you is to go on record saying that my singlehanded Atlantic and Pacific crossings in *Little Rascal* would not have been possible had I not been raised in such an independent and supportive manner. Changing the gender in Jimmy Buffet's song about his grandfather pretty much expressed how I feel: "Though I cried I was proud to have loved a (woman) so rare. One hand on the starboard rail and (she's) waving back at me".

My Mother wanted her ashes to be scattered between the land and the sea, so I guess my home will always be where I thought it would be, at sea.

Amy Boyer  
Field, British Columbia

Amy — God bless you, you know you did your Mother proud.

# TIDELOG

## DAILY TIDE GRAPHICS for 1984

*in a permanently bound logbook*

showing:

- ★ Height of tide at any time
- ★ Time & strength of maximum currents
- ★ Times of slack water
- ★ Sunrise & Sunset
- ★ Moonphase at meridian

with:

- ★ Bay tidal current charts
- ★ Tables of differences

THE  
1984  
TIDELOGS  
ARE HERE!

TO ORDER, SEND US  
YOUR NAME, ADDRESS AND  
\$10.55 (INCLUDES TAX & POSTAGE)  
FOR EACH TIDELOG ORDERED. OR CALL  
US AT (415) 924-6352 AND WE'LL CHARGE TO  
YOUR VISA OR MASTERCARD. WE NORMALLY MAIL  
WITHIN 24 HOURS OF RECEIPT OF YOUR ORDER.

PACIFIC PUBLISHERS, P.O. BOX 272, TIBURON, CA 94920





The mating of wood and WEST SYSTEM® epoxy to achieve a totally bonded and encapsulated structure is an established concept used by amateur and professional boat builders alike. Wood resin composite boats have proved successful over the past 15 years as fast racers and durable cruisers that are low maintenance and do not suffer the problems usually associated with wooden boats. We invite you to assess the structural advantages and feasibility of boat construction with wood and WEST SYSTEM epoxy.

**WEST  
SYSTEM**



**WEST SYSTEM® Manual**, an overview of wood composite construction and the proper use of WEST SYSTEM Epoxy, \$2.00.

*The Gougeon Brothers on Boat Construction*, gives details of wood composite construction, 361 p. hardbound, \$20.00.

**AVAILABLE AT:**

**John Beery Dist. Co.**  
2415 Marine Square Dr.  
Alameda, CA 94501

**Boaters Supply**  
635 Bair Island Road  
Redwood City, CA 94063

**Easom Boatworks**  
Gate 1, Marinship  
Sausalito, CA 94965

**Flying Hawaiian Marine**  
200 N. Front Street  
Rio Vista, CA 94571

**The Foredeck**  
11373 Folsom  
Rancho Cordova, CA 95670

**Morrison Glass Systems**  
11257 B2 Coloma Road  
Rancho Cordova, CA 95670

**Whale Point Marine**  
138 Tennessee  
Vallejo, CA 94590

**Whale Point Marine**  
110 W. Cutting Blvd.  
Pt. Richmond, CA 94804

**DISTRIBUTED BY:**

**Voyager Marine**  
1296 State Street  
Alviso, CA 95002  
(408) 263-7633

**DEALERS WANTED**

# CABIN HEATER "SALE"



**DICKINSON**

Antarctic (Diesel)	895.00	\$699.00
Newport (Solid Fuel)	395.00	\$299.00

**FATSCO (Cast Iron)**

Tiny Tot (Solid Fuel)	90.00	\$76.50
Chummy (Solid Fuel)	150.00	\$127.50

**FORCE 10**

Diesel	225.00	\$179.00
Kerosene	215.00	\$169.00
2 Gal. Tank	99.00	\$79.00
Kerosene Lamp	79.00	\$59.00

**HI-SEAS (Diesel)**

Brass	470.00	\$379.00
Stainless Steel	420.00	\$339.00

**RATELCO**

King Cole	425.00	\$339.00
Cole Brass	329.00	\$259.00
Cole Stainless Steel	255.00	\$199.00

**"Installation, Parts & Service"**

**Voyager Marine**



1296 State St., Alviso, CA  
(408) 263-7633

## '83 YANMAR DIESELS New World Engines

**PRICES  
SLASHED**



**NEW!**  
44 h.p. & 55 h.p.  
4 cylinder  
models

2GM

			LIST	SALE
1GM	7.5 HP	154 lbs.	2600.00	2200.00
1GMF	7.5 HP	165 lbs.	3000.00	2600.00
2GM	15 HP	220 lbs.	3230.00	2780.00
2GMF	15 HP	238 lbs.	3410.00	2930.00
3GM	22.5 HP	287 lbs.	3800.00	3250.00
3GMF	22.5 HP	304 lbs.	4080.00	3500.00
3HM	30 HP	348 lbs.	4240.00	3640.00
3HMF	30 HP	368 lbs.	4655.00	3990.00
2QM15	15 HP	320 lbs.	3190.00	2750.00
2QM15F	15 HP	340 lbs.	3590.00	3100.00
3QM30	33 HP	573 lbs.	4520.00	3860.00
3QM30F	33 HP	639 lbs.	4800.00	4100.00
4JHEF	44 HP	516 lbs.	5198.00	4420.00
4JH-TEF	55 HP	527 lbs.	5620.00	4780.00

\*F denotes fresh water cooling

**"INSTALLATION, PARTS & SERVICE"**

**Voyager Marine**



1296 State St., Alviso, CA  
(408) 263-7633



# LETTERS

For those who don't remember, at age 19 Amy sailed her Wilderness 21 from England to Antigua via the Canary Islands in the Mini-Transat Race. About eight months later she sailed the same boat in the Singlehanded TransPac. Amy was the top woman finished in the Mini-Transat and took third in the solo TransPac.

## □ FRENCH SAILING

I am an avid sailor who sails out of Pillar Point Harbor. I am seeking information on sailing in France for a report I am doing in my French class. I need information on places to sail in France, famous French sailors, French regattas, and French boatyards. If you have run articles in the past on these topics I would pay reprint costs for the articles.

Eric Poulsen  
Half Moon Bay

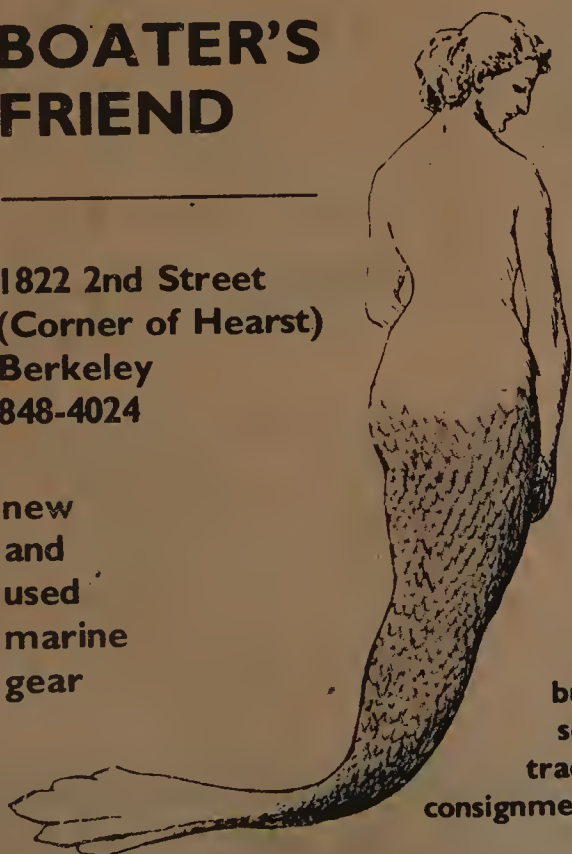
Eric — The best thing for you to do would be to track down The World of Yachting annuals, which are originally published in French titled L'Annee Bateux. These are the most complete volumes on the world of yachting each year, but they do run about \$35 each.

If you can't find or afford one, we've got Volumes Four and Five with detailed information about Marc Pajot and Elf Aquitaine breaking the TransAtlantic record, about the French boatbuilding industry, about all kinds of French stuff. Feel free to give us a call to borrow them.

## THE BOATER'S FRIEND

1822 2nd Street  
(Corner of Hearst)  
Berkeley  
848-4024

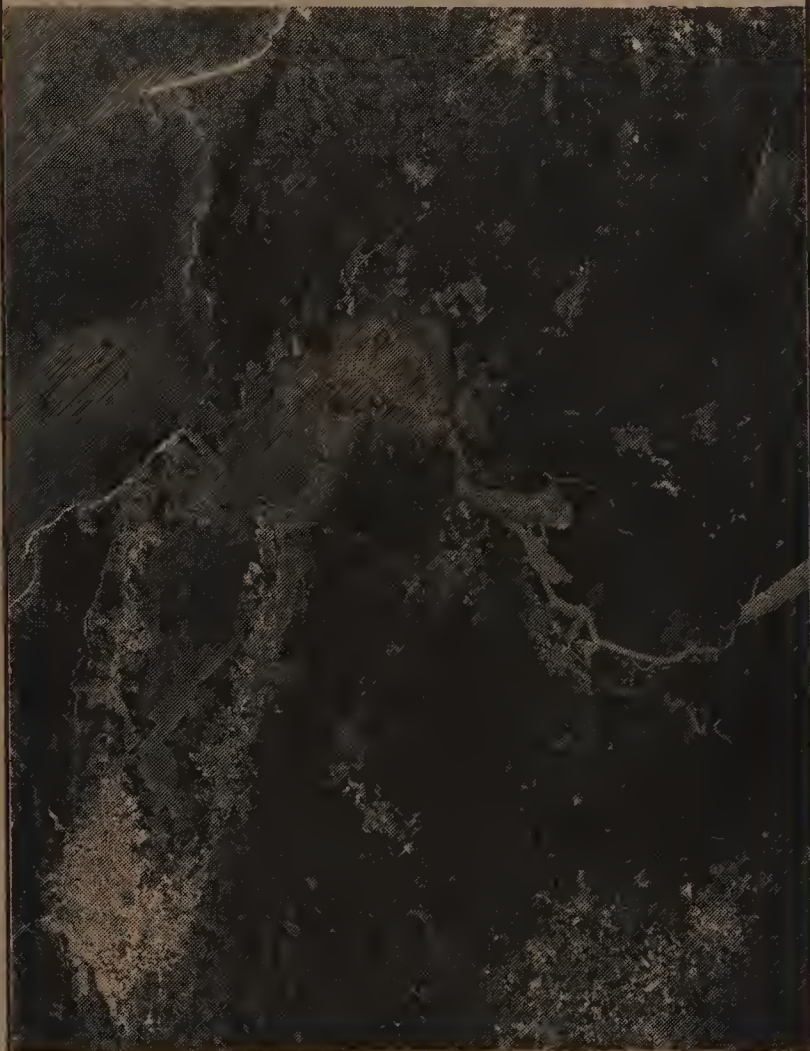
new  
and  
used  
marine  
gear



buy  
sell  
trade  
consignment

visible to astronauts

## SAN FRANCISCO BAY FROM SPACE



## CULTIVATE UNDERSTANDING

The Cultivate Understanding poster is back in print. Eight thousand square miles of the San Francisco Bay Area, photographed from Skylab and reproduced with sufficient resolution to identify buildings, streets, and waterways. Five-color offset lithography on heavy hundred-pound coated stock. 25×37 inches. A splendid piece of graphics, it's in the Oakland Museum's permanent collection. Available in bookstores and chandleries — or mailorder from:

CULTIVATE UNDERSTANDING  
2490 Channing Way, #503  
Berkeley, CA 94704  
Telephone (415) 540-6345 x110

\$10, including interpretive key, tube, tax, and one-day U.P.S.  
(\$25 for three to the same address)

Dealer inquiries invited



# WHALE POINT MARINE SUPPLY CO

## GREAT CHRISTMAS IDEAS

### HYE HARNESS



List: \$39.50

**SALE**  
**\$28.95**

### OMEGA Foulweather Gear



Offshore Jacket \$129.95 **\$99.95**  
Bib Pants BPY \$79.95 **\$69.96**  
Sou'Wester SHY **ONLY \$18.95**

REGENCY  
**POLARIS**



55 Channel  
VHF Radio  
20 Channel  
Scanner

MT-5500 List: 429.00  
**Now \$289.00**

MT 3000  
List: 319.00  
**NOW! \$239.00**



• Channel 16 revert • 25/1 watt switch • U.S. International Channel capability • 4 weather channels • Large channel display • Reversible mounting capability.

### Gimballed Brass Lamp Made in Holland



Reg. \$56.00

**Now \$45.00**



### Mustang Floater Coats

Reg. \$150



**NOW**  
**\$99.00**

### GIFT CERTIFICATES

#### RIGGING KNIFE



100% 316 Stainless Steel.  
Locking fid, bottle/can  
opener, screwdriver blade,  
knife blade, and shackle  
wrench.

Reg. \$16.95  
**Now \$9.95**

### Chart Light NEW!

**ONLY \$29.95!!**



NEW! Reading or chart table light with anti-dazzle polaroid mechanical dimmer. The black mat surface prevents self-reflection. Complete with bright 12V/5W halogen blub. Swivel base allows an any-angle adjustment. Easy grip switch. Available in either dual or bulkhead mounting. Dual mounting features a flexible cord approximately 3' long and 2 snap brackets for multi-purpose application. Size: 3 1/2" x 3 3/4".

### rule



	reg.		list	
35A	auto. float switch	\$22.00	<b>\$19.95</b>	
25#	400 gph 12V pump	27.00	<b>16.95</b>	
20A	800 gph 12V pump	35.00	<b>24.95</b>	
02#	1500 gph 12V pump	54.00	<b>39.95</b>	
10#	1750 gph 12V pump	62.00	<b>45.95</b>	
14A	3000 gph 12V pump	99.00	<b>69.95</b>	

### Fore'n'Aff Deck Shoes



MODEL 2001  
**\$34.95**

French  
Sailors  
Pullovers



100% Cotton, made  
in France. Blue &  
white. Sizes XS-XXL  
**\$19.95**

Prices subject to change. Some items special order only. Call for availability. Cash or Check **ONLY** on Sale Items.

110 WEST CUTTING BLVD  
PT. RICHMOND, CA 94804  
(415) 233-1988

HOURS:  
MON-SAT: 9-5 • SUN: 10-4  
OPEN 7 DAYS A WEEK

138 TENNESSEE  
VALLEJO, CA 94590  
(707) 557-1699



# LOOSE LIPS

We're not much for marine business news, but we couldn't help but make note of a couple of developments in the trade. West Marine Products, which President Randy Repass started in 1968 working out of a garage, is acquiring Southern California's Newport Supply Company from the giant conglomerate Gulf and Western.

The move will give West Marine six stores, previously called the Captain's Locker, located in Marina del Rey, Long Beach, Newport Beach (two stores), Dana Point and San Diego. (*Latitude 38* will be available in large quantities at all these new locations starting with this issue). Repass is very excited about the expansion, which he says should double their sales next year and also provide several of his employees with the opportunity to move into higher positions. For example, Rich Everett, who used to manage the Santa Cruz store and has been running the Sausalito outlet for the past nine months, will head the Southern California operation.

West Marine is not the first marine supply company that has tried to conduct business on both sides of Point Conception. Those who have, however, have had to deal with the "Moscow Syndrome", as one observer put it. Historically, invading armies trying to capture Russia's key city couldn't overcome the geographic hardship of striking deep into the country and keeping their supply lines open. The same type of problem faces someone based in the Bay Area trying to do business in the Los Angeles area and vice versa. Other companies have tried, such as wholesalers Phillips Marine Hardware and John Beery Co., and not fared too well. We'll see how West Marine, which has been developing its warehouse, management and computer systems with the expansion in mind, makes out.

Offering West Marine good competition locally is Larry Stewart's Anchorage Marine, which recently acquired the John Beery Distributing Co., a wholesale marine business. Stewart is merging his wholesale operation, Nautco, with Beery, as well as opening a retail outlet in Alameda's Mariner Square. In the past year Anchorage has also doubled their space at the Sausalito store and opened a new store in Point Richmond. "We're hoping the economy keeps getting better and the winters are mild enough to go sailing," says Larry.

All this expansion is not going unnoticed by competitors of West Marine Products and Anchorage. Svendsen's Marine in Alameda, which includes a marina, chandlery and wholesale company, is competing for a larger market share and has been expanding in all three areas. Svendsen manager Ralf Morgan says "it should be an interesting year in the marine business". Not to be overlooked are the smaller chandleries, who offer convenience and more individual contact with customers. Hopefully the latter will be the ones who gain the most.

**Coast Guard briefs:** The *Secret Love* incident, where the 46-ft racing yacht nearly collided with a tanker on the Bay during this year's Big Boat Series, is working its way towards a conclusion. The host St. Francis YC wrote a letter to the Coast Guard investigations department saying they could not reopen the case from a racing rules perspective, but that they would endeavor to discourage such incidents in the future. Commodore John McFarland said he would recommend that race committee boats be stationed on the course to watch for rules of the road violations and that the committee would encourage yachts to protest others who cut too close to commercial traffic. (The protests filed against *Secret Love* were not properly filed under the rules, necessitating the protest committee to disallow the case).

As far as the Coast Guard is concerned, the case isn't closed yet, and *Secret Love* owner Brad Herman has been notified that he is to pay a civil fine of \$6,000 unless he can show good cause why he

## GOLDEN STATE INTERNATIONAL YACHT AND BOAT SALES

### Prout Catamarans

31,37,50

*"The Liveable Alternative for  
Cruising Under Sail"*



### IRWIN Sailboats

31' - 64'

*18 Years of Experience*



### Dufour Sailboats

31' - 46'



### GOLDEN STAR TRAWLERS 34' - 42' Sedan or Double Cabin

#### SELECTED BROKERAGE

14' Hobie .....	\$ 795
21' Wilderness with trailer, National Champ, Pauls ..	"Offers"
22' Santana .....	\$5,600
23' Coronado with trailer .....	6,800.00
24' Islander Bahama, Schecks .....	7,900.00
25' Bristol, diesel pocket cruiser, Hoffmans .....	"Offers"
26' Excalibur sloop .....	6,950.00
26' Pearson, must sell .....	"Offers"
27' O'Day .....	25,500
27' CS sloop, diesel .....	28,500
27' Hunter, diesel .....	27,900
27' Balboa with trailer, must see, on lot .....	"Offers"
28' Dufour, complete cruiser .....	"Offers"
28' Pearson Triton, Sausalito .....	13,950.00
29' Islander sloop .....	18,500.00
30' Clipper, roomy, a steal at .....	9,950.00
31' Holiday yawl .....	16,500
33' Alden, extras .....	16,500.00
32' Pearson, very complete, 1979 .....	"Offers"
34' Custom islander, cruise equipped .....	53,000
37' Irwin, beautiful .....	77,500.00
38' Farallone Clipper, must see .....	"Offers"
39' Lyle Hess Pilot House .....	78,500
40' Stadel ketch, clean .....	65,000.00
41' Downeast pilothouse .....	72,000.00
41' CT ketch .....	75,000.00
42' Gulfstream center cockpit .....	"Offers"
43' Endeavour, "Josephine" .....	"Offers"/150K
46' Irwin, beautiful, in slips .....	155,000

17 EMBARCADERO COVE, OAKLAND  
(415) 533-2283



# Could Your Boat Use a Face-lift?

While you're up skiing this winter your boat could be getting a new L.P. topside in our covered shed.

## We feature AWLGRIP

Linear Aliphatic Urathane applied by one of the Bay Area's best spray painters.

## ALSO WIN AN INFLATABLE DINGHY

(3) ACHILLES LT2A  
WILL BE GIVEN AWAY

### HOW TO ENTER:

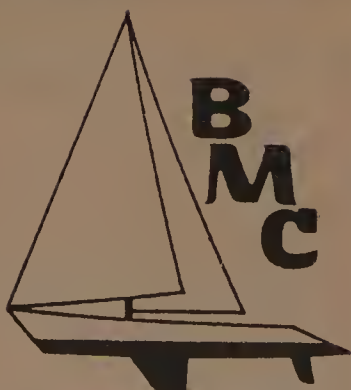
Have your boat hauled at B.M.C. from November 1st through January 31st and you will be entered in the drawing for the month you hauled.

### DRAWING DATES:

November 30, December 31 & January 31

**GREAT ODDS FOR WINNING!**

In our  
chandlery we're  
introducing  
AWLGRIP's  
AWLSPAR Varnish  
at 30% Off!



**CALL 843-8195 FOR AN APPOINTMENT**

**BERKELEY MARINE CENTER**

1 SPINNAKER WAY, BERKELEY, CA 94710

# SVENDSEN'S MARINE

## THE MOST COMPLETE

## RIGGING SHOP

## IN

## NORTHERN

## CALIFORNIA

New



Big Boat  
Furling Systems  
Now In Stock

### Services

ROTARY SWAGING  
ROD RIGGING  
LIFELINES  
WIRE TO ROPE SPLICING  
HYDRAULICS  
MAST REMOVAL TO 100'  
MAST PAINTING

### Complete Stock

NAVTEC - MERRIMAN  
RONSTAN - FORESPAR  
LEWMAR - MAXWELL  
BARIENT - SCHAFFER  
SPARCRAFT - NICO/FICO  
JOHNSON - MACWHYTE  
UNIVERSAL - LEFIELL SPARS

Full Service Yard

**For Help On Your Rigging  
Problems  
Contact Bruce Or Paul**

1851 CLEMENT, ALAMEDA, CA 94501  
**(415) 521-8454**



# LOOSE LIPS

shouldn't. Commander B.F. Folce, Jr., the U.S.C.G. Hearing Officer for the 12th District, sent a letter to that effect on November 8th and gave Herman 30 days to respond. The fine consists of \$5,000 for violation of Inland Rules of the Road 9 (b) and \$1,000 for negligent operation.

The Coasties are also posting signs at Larkspur and San Francisco Marina aimed at windsurfers who might not know that they, too must not interfere with commercial traffic. This action is a result of the collision between a boardsailor and a Larkspur ferry last August 27th. Under the law, a sailboard is considered a vessel just as much as *Secret Love* was. The notice reads in part: "Impeding or colliding with a large vessel (such as a ferry vessel) on just one occasion could cost you a \$6,000 fine . . . if you survive!!!".

ASA by any other name . . .

Last month's story on the American Sailing Association (ASA), the group offering certification of sailing skills, dredged up some memories for at least one reader, if not more. Caroline Groen of Alameda thought it might be the same group that used to offer sailing lessons and discounts at marine stores in the Bay Area back in the late 1970's. Also called the American Sailing Association, this previous group had offices in Sausalito, Oakland, San Diego and La Mesa. On October 5th, 1977, the Sausalito Police department received a complaint that the ASA wasn't delivering as advertised. Current press officer Walt Potter, who was working in investigations for the SPD at the time, recalls that there were no victims found so no charges were ever pressed. That was not the end of the story, however. After collecting some \$160,000 in dues from 4,000 ASA members, the proprietors of the business disappeared with the money.

So what, if any connection, is there between the ASA of 1977 and the one we wrote about last month? None that we know of. The present group, headquartered in Marina del Rey, didn't even know the other group had ever existed. From a marketing point of view, the current group has got its work cut out for itself. There are 4,000 potential clients out there who were bilked once by a group called ASA, and they're not going to be too eager to write another check with the same name as the payee!

Jacques Cousteau's experimental 65-ft catamaran *Moulin A Vent*, powered by a 44-ft vertical cylinder [Volume 76, October 1983] failed to complete a trial voyage in mid-November from Morocco to New York, putting into Bermuda after struggling through 50 knot winds and 20 foot seas. Faulty welding in the cylinder caused the breakdown, but the 73-year-old French explorer had high praise for the experimental rig, telling reporters he had "had a great time" before the mishap.

Another international sailmaking firm has hung its shingle up in the Bay Area. Hood Sails, which is based in Marblehead, Massachusetts, and has a world wide reputation for quality racing and cruising sails as well as various furling systems for cruising yachts, is now in Sausalito. Robin Sodaro, previously with Hood in Southern California and Marblehead, purchased Mitchell Sails at 466 Coloma Street, where he will set up shop. Sodaro's goal is to offer a full service loft for both racing and cruising sails. Al Mitchell will stay on with Hood as design consultant and service manager.

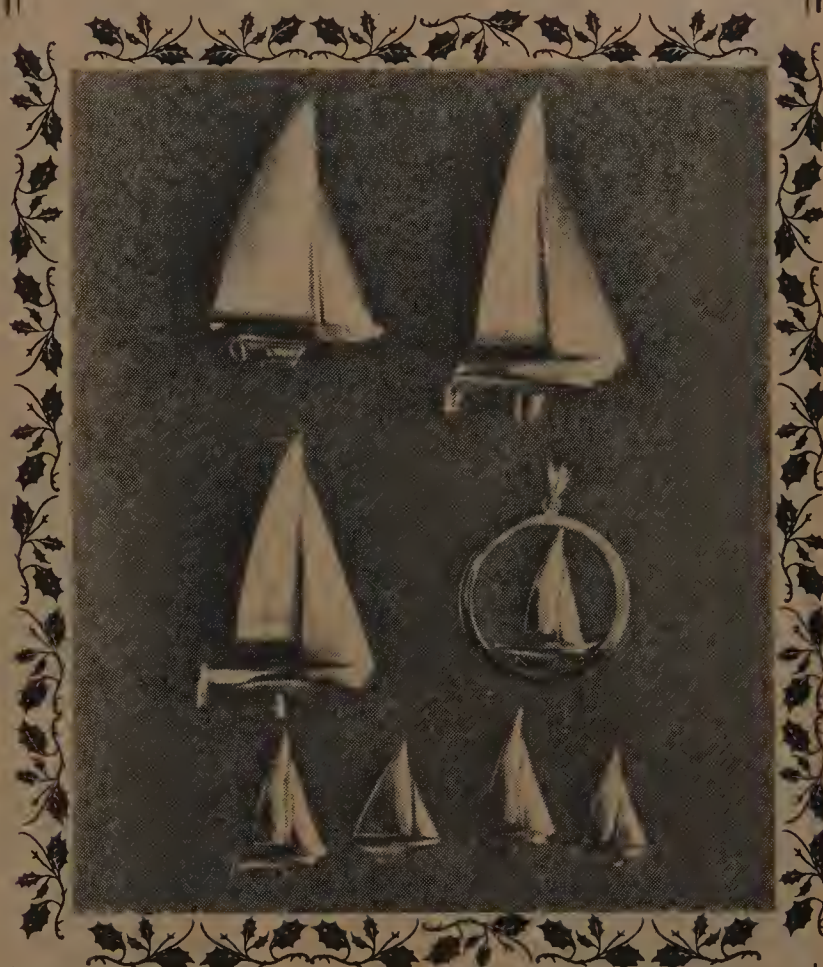
If the rain ever stops long enough Tamotsu Ikeda can get on with his dream. After 125 days, four storms, and over 6,000 miles,

## Your Yacht in Gold

by

Chris Jeppesen  
Jeweler

MAKER OF FINE JEWELRY



Shown above is part of the fleet Chris Jeppesen has created. Each piece of jewelry is fashioned to scale of existing yachts, with incredible attention to detail. Custom yachts like the 6 meter *St. Francis VII* and IOR racers have been carefully reproduced along with the one-design classes listed below.

J-24	Bear	I.O.D.
Tarten Ten	Bird	Mercury
Star	505	Finn
Fireball	Flying Dutchman	Laser

Your yacht too can be made in gold and worn or displayed.

Chris Jeppesen  
Jeweler

209 Post St. • Rm 1102 • 421-4749 • San Francisco 94108



Since 1953  
**Yacht Financing and Insurance**

**SIMPLE INTEREST - FIXED OR FLOATING**

also

**Limited Partnership Service • Real Estate Equity Loans**

NEW  
 NORTHERN  
 CALIFORNIA  
 OFFICE

**Serve Underwriters Agency, Inc.**

IN ALAMEDA CALL BILL KINSTLER at (415) 521-7188, 2415 MARINER SQUARE  
 Marina del Rey (213) 821-8989 • San Diego (619) 223-9000 • Oxnard (805) 985-2377

**Ladd's**  
 Stockton  
 Yacht Sales

**Brokerage**

**Selected Listings...**

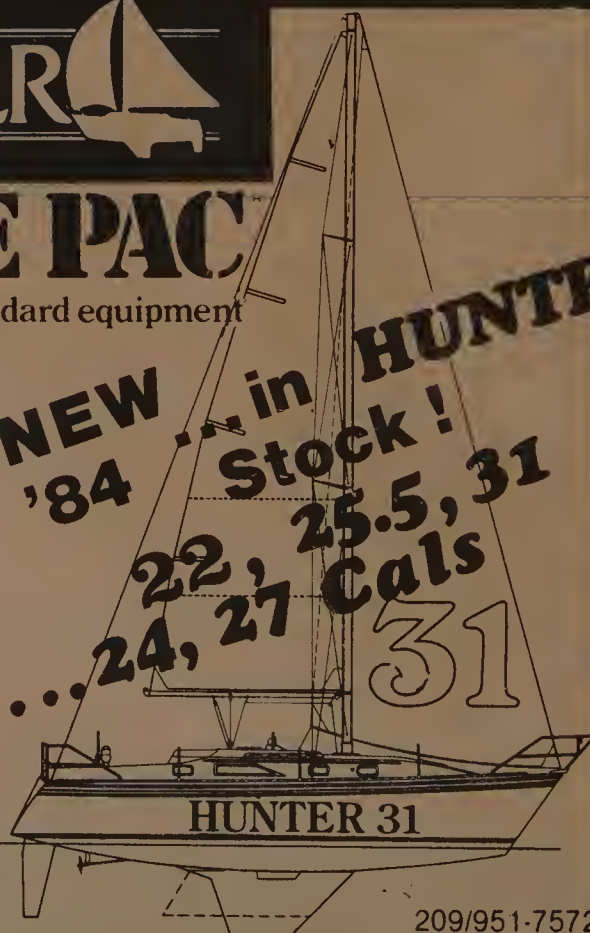
22' Catalina	\$ 6,500	27' Balboa	19,000
23' American	10,000	38' Santana	28,500
24' Afarr	13,500	30' Islander	30,000
24' Windrose	8,000	30' Hunter	30,000
24' Challenger(3)	7,000	30' Catalina	35,000
24' Islander	6,700	33' Hunter	49,900
2-24 Cal	8,000	35' Coronado	32,000
25' O-Day/Tr.	17,500	36' Lancer	75,000
25' Catalina (2)	15,500	37' Hunter/Trade	
525 Santana	13,500	Down	58,000
26' Islander	16,750	37' Lancer	116,000
27' Hunter	27,000	42' Cascade	55,000

**HUNTER**

**CRUISE PAC**

The most complete standard equipment list available.

**NEW '84 in HUNTER Stock!**  
 22, 25.5, 31  
 ...24, 27 Cals  
 31



**Listing Wanted, We have Buyers**

4960 BROOKSIDE ROAD • STOCKTON, CALIFORNIA 95209

209/951-7572

A DIVISION OF PHYSIOLOGIC REPS, INC.

LICENSED YACHT BROKER • NEW BOAT SALES CHANDLERY • COMPLETE RIGGING SERVICE



# LOOSE LIPS

Tamotsu arrived in San Francisco last month from Osaka, Japan. He plans to continue on his 22-ft sloop, *Little Migrant*, to Southern California, New Zealand, Australia, and India as soon as he can repair the engine and fix up the boat.

He talks, through his new friend and interpreter, Sachiko Beaird, about The Plan, as he calls it, to spend ten years sailing. When he met his wife, she knew of the plan. "She said she'd still marry me," he says. He has a two-year old and a five-year old who are also in Osaka. His wife is a high school teacher, a well-paid profession in Japan, and will bring the family to meet Tamotsu wherever he is during school vacation.

While working as a house painter, he heard about a family from Seattle who sailed to Japan. It was the tangible proof he needed that he could also do the same. Despite engine trouble, torn sails, and a knockdown during the storms, he made it to California. His face lights up when he's asked about coming under the Golden Gate, as if he's reliving the moment. "It made me so happy," he said. "I told myself, 'I made it! I made it!'"

Reaching that point was not only a personal accomplishment but also one for all those back home who helped him. Friends gave him food, money, lifejackets — "with you, a part of me will go too," they said.

He is happy for all the friends he has made and the kindness of strangers. Clipper Yacht Harbor has given him a free berth for a month, he's found Japanese-speaking friends, and if he stays here for a few more months, he wants to learn English.

What does he think of warm, sunny California? He never heard that it rained so much. He can't do much work in this weather, which has delayed his trip to San Diego, where he hopes there is real California sun. But he has books to read and keeps thinking about The Plan.

Those of you wondering what to do with your Kevlar sails, which had been threatened with prohibition in IOR racing, you can rest a little more easily now. At the November meeting of the IYRU in England, it was ruled that yachts rating 60.0 feet and above could use the super strength sail material for anything they want. Boats rating 59.9 feet and less can utilize Kevlar in jibs measuring 110 percent of the foretriangle or less and also in mainsails for leech reinforcement. The maximum width for such a layer of cloth would be twice the length of the long batten. The penalty for excess is reportedly very stiff.

Also at the November meeting in London, the Offshore Council of the IYRU decided to limit the number of crew on IOR boats. Unrated live ballast has become an issue in Grand Prix racing and there was concern that competitive yachts would become unstable unless trimmed by large crews. The new limit is set by the formula  $.4R-3$ , where R is the boat's IOR rating. Fractions are rounded up to the next whole number. A boat with a rating of 33.0, for example, results in a figure of 10.2, so they would be allowed a crew of 11 sailors. This new ruling takes effect January 1st.

"When I went to Cuba to meet Castro . . . we went hunting and fishing, spent a weekend together and just shot the breeze. That's the way to get to know someone a lot better . . . We may all have differences but not enough to nuke each other. Differences are good. If we were all the same, hell, the world would be a pretty dull place."

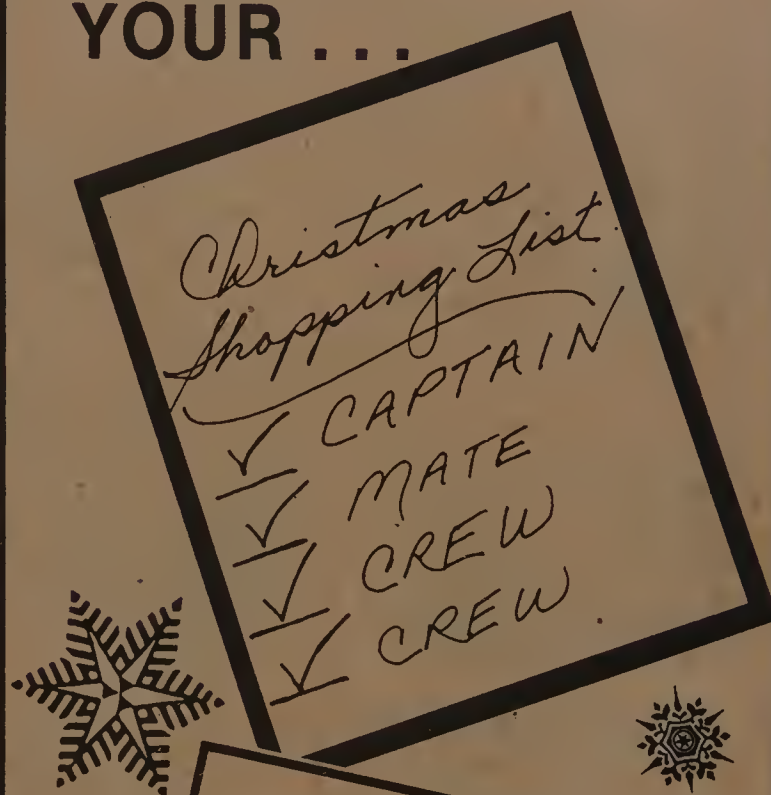
*Some words of wisdom from Chairman Ted Turner,  
which appeared in the November 1983 issue of  
Yachting World.*

WHERE SAILORS

SAVE

**marin • marine**

IDEAS  
FOR  
YOUR . . .



RIGGING KNIVES

1984 CALENDARS from \$9.95

BRASS ACCESSORIES from \$7.95

LAMPS — CLOCKS from \$15.95

BAROMETERS — BELLS

SAIL REPAIR KITS

BOOKS — SPORTSWEAR

CORDLESS SHAVERS

NAUTICAL

CHRISTMAS CARDS

AND MUCH, MUCH MORE!



**marin • marine**

300 HARBOR DRIVE  
SAUSALITO, CA 94965

(415) 332-5172

Hours 9-5:30 7 days a week



WEST MARINE PRODUCTS ALL IN ONE

for the month of December

# GRAND OPENING AND GIFT IDEAS EXTRAVAGANZA!!

Quality Yachting Gear and Apparel at Discount Prices



our New Store  
in Northern California...  
South San Francisco

Sausalito  
Oakland  
Palo Alto  
Santa Cruz

S. San Francisco  
608 Dubuque  
(take Oyster Pt. Blvd.)  
Phone (415) 873-4044

WE'RE PROUD TO ANNOUNCE  
THE OPENING OF 7 NEW STORES!!

in Southern California,  
Six New Stores...

formerly Captain's Locker

Marina Del Rey  
4766 Admiralty Way  
(213) 823-5357

Long Beach  
251 Marina Drive  
(213) 598-9408

Newport Beach  
900 W. Coast Hwy.  
(714) 645-1711

Balboa  
2825 Newport Blvd.  
(714) 675-0647

Dana Point  
34235 Pac. Coast Hwy.  
(714) 493-4455

San Diego  
2330 Shelter Island Dr.  
(619) 224-8222

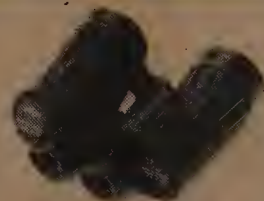
Marina Del Rey  
Long Beach  
Newport Beach  
Balboa  
Dana Point  
San Diego



## FASTNET KEROSENE CABIN LAMP

Has some very sensible design features that make it a beautiful and functional addition to your boat's cabin.

List \$74.95 **SALE \$54.95**



## SWIFT ARMORED FAST FOCUS BINOCULARS

Water resistant, rugged and perfect for use on a rolling boat.

List \$122.00 **SALE \$74.95**



## Imported WEMPE CLOCKS AND BAROMETERS

### The Explorer

Ships clock with quartz battery movement. Solid brass porthole design in a waterproof case.

List \$160.00 **SALE \$105.00**

Matching Barometer

List \$130.00 **SALE \$89.95**



## WATERTIGHT DIGITAL WATCH with Countdown by Innovative Time

Loaded with useful features for the sailor and very reasonably priced! Available in men's and women's styles.

List \$32.95 **SALE \$24.95**



## STAINLESS WINE GOBLETS

What a great gift idea! 7 oz. 18-8 stainless cups won't break or rust (ever!) and will add a real distinctive touch to any boat.

Sold in pairs.

List \$16.95 **SALE \$10.98**



## DAVIS Mk 25 PLASTIC SEXTANT

Considered THE WORLD STANDARD OF PLASTIC SEXTANTS. Strongly recommended as a primary or secondary sextant.

List \$175.00 **SALE \$117.00**



## ATLANTIS V.S.O.P. SWEATER

A beautifully made, amazingly heavy sweater. Opens to a shawl collar or closes to become a turtleneck. A fantastic gift!

Blue or white in sizes XS to XL.

List \$62.50 **SALE \$49.95**



# West Marine Products



Quality Yachting Gear and Apparel at Discount Prices

## PACIFIC BOATING ALMANAC

The how-to and where of boating in the West. A must! We stock both N. Cal and S. Cal editions.  
List \$9.95 **SALE \$6.99**



## CROAKIES Eyeglass Retainers

Hang on to your investment! These are soft, comfortable and one of the best concepts for the job we've seen!  
List \$4.25 **SALE \$2.95**



## DAVIS CHARTING KIT

A nicely organized kit containing tools for piloting your boat. Comes with a carrying case and instruction booklet.  
List \$27.95 **SALE \$19.95**

West Marine can outfit you with **ALL** your marine electronics.

### SIGNET Mk 11

Self-powered knotmeter  
List \$220.00 **ONLY \$149.00**

### SIGNET Mk 267

Digital Knot/Log  
List \$395.00 **ONLY \$269.00**

### SIGNET Mk 172

Digital Depthsounder  
List \$495.00 **ONLY \$339.00**

## STANDARD COMMUNICATIONS VHF RADIOS

**MAXI**—All U.S. and international VHF channels  
List \$549.00 **ONLY \$349.00**

**USA**—All major U.S. channels  
List \$449.00 **ONLY \$289.00**

**LTD**—24 receive, 21 transmit channels  
List \$349.00 **ONLY \$225.00**

**HX 200 S HANDHELD**  
Loaded with features!  
List \$549.00 **ONLY \$349.00**

**MICROLOGIC ML-5000 LORAN C NAVIGATOR**  
Exceptional Quality with full nav functions  
List \$1495.00 **ONLY \$1249.00**



# patagonia software



Designed by dedicated sailors, mountain climbers and adventurers, Patagonia products combine *comfort, style, practicality and innovation.*

**Bunting jacket with taslan shell**—Great looking!  
List \$85.75 **SALE \$72.95**



**Bomber jackets**—classic 40's style re-introduced to the high-tech 80's.  
List \$81.25 **SALE \$69.95**



**Bunting jacket**—styles for both men and women.  
List \$57.50 **SALE \$48.99**



**Bunting pullover**—in both men's and women's styles.  
List \$54.75 **SALE \$47.99**

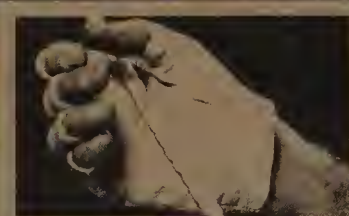


**Polypro jacket with nylon shell**—great for active use!  
List \$70.00 **SALE \$59.95**



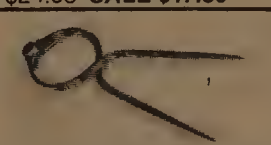
## WIND WIZARD

A great gift for sailors, board-sailors, hanggliders—anyone who needs to know windspeed. Accurately reads wind speed from 0 to 60 mph, is sturdy and compact.  
List \$24.95 **SALE \$17.50**



## DAVIS SAILING GLOVES

Great gift items! Davis gloves have a well protected palm and elastic back for a snug fit. Several sizes available.  
List \$19.95 **SALE \$13.95**



## ONE HAND DIVIDERS

A very handsome navigational tool, made of brass with stainless steel tips.  
List \$15.95 **SALE \$10.95**



## OPTI HAND BEARING COMPASS

Very precise, rugged and compact.  
List \$115.00 **SALE \$84.50**

**Foul Weather Gear**  
North, Line 7, Atlantis  
Peter Storm

**THINGS FOR THE GALLEY**

**HOT SAILING CALENDARS!**  
**ODDS 'N' ENDS**

**DECK SHOES AND BOOTS**  
Over 20 styles from Sperry and Timberland

And even more!

**DOZENS OF GIFTS UNDER \$10!**

Discount Stores in these convenient Bay Area Locations

**Santa Cruz**  
2450 - 17th Ave.  
(at the freeway)  
Phone (408) 476-1900

**Sausalito**  
475 Gate 5 Road  
(100 yds. N. of Harbor Dr.)  
Phone (415) 332-0202

**Palo Alto**  
850 San Antonio Rd.  
(just off Hwy. 101)  
Phone (415) 494-6660

**Oakland**  
2200 Livingston St.  
(23rd Ave. Exit, Hwy. 17)  
Phone (415) 532-5230

**S. San Francisco**  
608 Dubuque  
(take Oyster Pt. Blvd.)  
Phone (415) 873-4044

Open 7 days a week! Monday thru Friday 9 to 6 Thursday nights 'til 8, Saturday and Sunday 9 to 5

Satisfaction Guaranteed or Your Money Back



# West Marine Products



## the cape crusaders

For Newport Beach's Mike Kane, it's been a great summer — he's below the Equator — so far. Readers will remember he and two others are taking his 55-ft Cross trimaran around the Horn in an attempt to break the Clipper ship *Flying Cloud's* 89 day, 21 hour New York to San Francisco record.

As of November 25, *Cystic Fibrosis Crusader* was ten days away from Cape Horn and 840 miles ahead of *Flying Cloud's* record pace. Although *Cystic Fibrosis Crusader's* best day was some 350 miles, she's been averaging a strong 185 miles per day. *Flying Cloud* averaged 165 miles per day during her record run.

The weather has been good, and both the boat and crew are in good shape. The crew consists of just the 43-year-old Kane, 33-year-old San Diego sailmaker Fritz Richardson, and 29-year-old boat carpenter Bob Dixon. A fourth crewmember who had expected to go dropped out at the last moment on account of poor health in the family.

On November 21, 28 days out, *Cystic Fibrosis Crusader* hit her worst weather to date, 60 mile an hour winds and 20 foot seas. The big tri and crew came through unscathed, and the wind dropped down to 20 knots the following day.

Ever the optimist, Kane figures he could be in San Francisco on January 2nd, some 20 days ahead of *Flying Cloud's* record if all goes well. If that indeed happened it would be a spectacular sailing triumph, and the crew celebrated in England and France if not the United States. Of course the hardest part of the course is yet to come, old Cape Stiff.

One of Kane's big worries is behind him, however. The headline news in England was that British adventurer/sailor Chay Blyth was to leave New York on November 10 — backed by \$250,000 from Beefeater's Gin — in an attempt to break the same record. Blyth was to sail the bigger and faster 65-ft trimaran *Brittany Ferries* in the 14,500 mile run. (And when he was finished he was to make an appearance at the San Francisco Sports and Boat Show).

Well that's all off. Just several weeks before he was to start, the delivery crew on *Brittany Ferries* ran into a heavy storm 750 miles off Portsmouth, Virginia, on the delivery from England. One of the hulls filled with water, and the crew decided to partially flood the other for stability. On October 27th the three-man crew was picked up by the Norwegian freighter *Tosco*, and the too-heavily damaged *Brittany Ferries* left to sink.

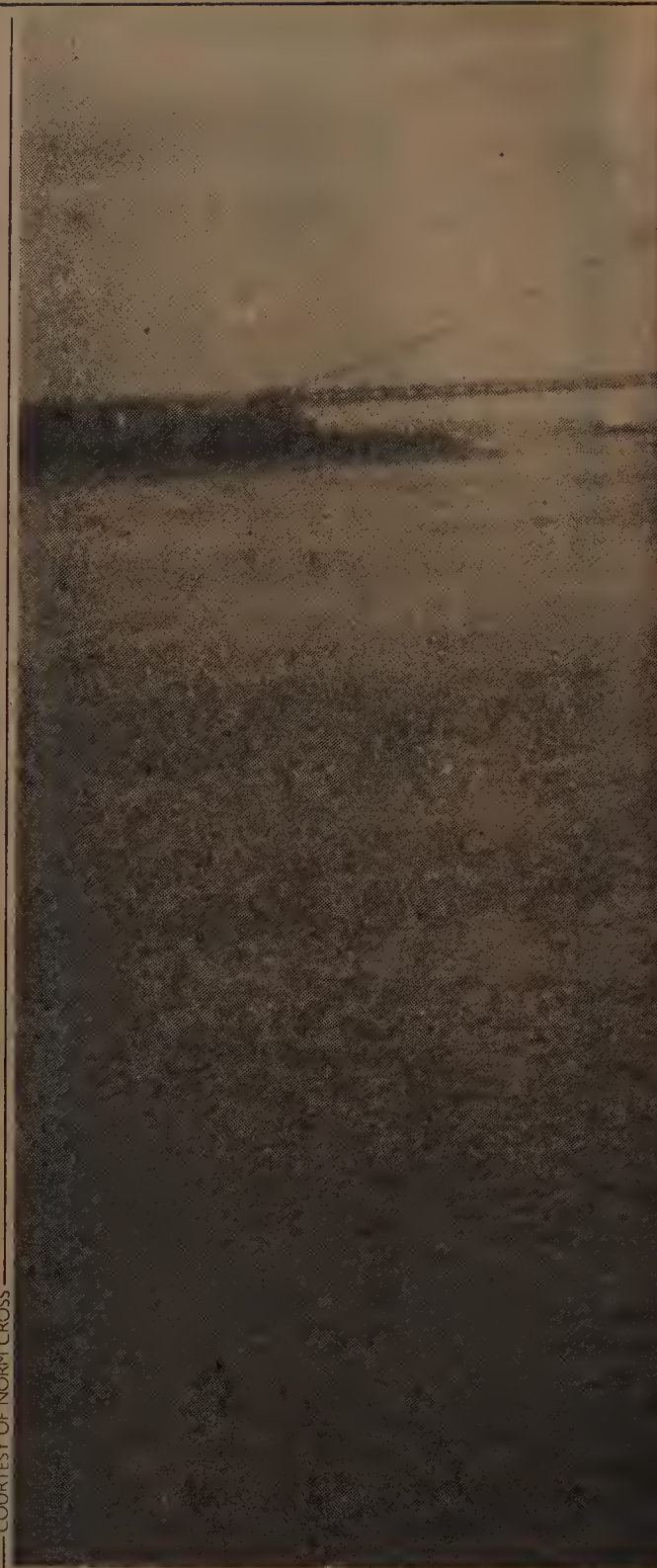
The public relations firm that was handling the whole affair for Beefeaters — who apparently had based all their holiday season advertising around the record attempt — report that Blyth was "stunned, shocked, and dismayed" upon hearing of the loss of the trimaran. Besides losing the boat, Blyth had a great deal of personal equipment aboard.

So as it stands now *Cystic Fibrosis Crusader* is alone in the record run, and for now comfortably ahead of schedule. The crew is in good spirits, all of them having recently talked to their families by SSB radio. All the boat's equipment is working well except for the weatherfax. The Argos satellite system gives *Cystic Fibrosis Crusader's* support crew an updated position every four hours. There is almost constant ham radio contact; and reception has been outstanding.

Not to be overlooked in all this is the disease Kane and his crew are sailing to fight against. Cystic Fibrosis is the number one inherited killer of children today, and there is currently no known cure.

Mike Kane and his crew urge everyone to consider making a tax deductible donation to the Cystic Fibrosis Foundation, 1784 West Lincoln, Suite B, Anaheim, California 92801. A \$10 donation to Cystic Fibrosis entitles you to a commemorative poster of *Crusader's* assault on the sailing record. A \$100 donation entitles you to a poster autographed by the crew. A \$1,000 donation entitles you to one of the Cystic Fibrosis Burgees that is being flown and weathered on *Cystic Fibrosis Crusader* during the trip, burgees that will be mounted on a commemorative plaque. It's a good cause and a deserving charity.

COURTESY OF NORM CROSS



## everybody loves

And you can get your Christmas boat parade fix this year on December 3rd on the Oakland-Alameda Estuary. The Yuletide procession begins at 6 p.m., leaving from Jack London Square and proceeding south to the Brooklyn Basin and return. An awards dinner for participants will be held at the Metropolitan Yacht Club. Judges will choose winners from seven categories, including United States Power Squadron, United States Coast Guard Auxiliary, yacht clubs, the Predicted Log Racing Association and yacht dealers. Last year's parade drew 35





"Cystic Fibrosis Crusader" heads out the Verrazano Narrows in New York on its way to San Francisco.

## a parade

entries and hundreds of East Bay residents along the shore. For more information, contact Bob Middleton at (415) 839-7488 or Jo Ann Morse at (415) 763-2691.

Nobody in the world loves a parade — and celebrities — more than the people in Los Angeles. On December 10th the Pioneer Skippers Boat Owners Association, a non-profit organization, will be holding its 21st annual Christmas Boat Parade down the main channel of Marina del Rey.

After holding this decorated boat parade  
cont'd center of next sightings page

## sea scouts

Perhaps you saw them on the Bay last weekend — a dozen teenagers sailing a vessel with a banana-shaped hull and singing the theme song from TV's "Gilligan's Island". Or maybe you saw their counterparts cruising down a slough in the Delta this summer, flying a distinctive red and blue pennant. If you did, you probably asked yourself, "Who are those kids?"

Those kids are 14 to 18-year old high school students who share an interest in boating. The insignia on their pennant indicates that they are Sea Explorers — members of the Exploring Division of the Boy Scouts of America. These students have chosen to specialize in nautical activities. In the greater Bay Area, there are approximately 50 Sea Explorer (or Sea Scout) units, the majority of which cruise on 40 to 125-ft motor vessels.

There are six sail-oriented units operating out of the Sea Scout Base at the

cont'd on next sightings page



# SIGHTINGS

## sea scouts - cont'd

foot of Van Ness Avenue in Aquatic Park, San Francisco. One is exclusively for females, and the remaining three are co-ed. Four of the boats that these units operate are vintage 26 and 30-ft sailing whaleboats. Built a few years before World War II for Navy sailing competition, these durable wooden boats have dependably served the Sea Scouts for more than 30 years. Fiberglass vessels are a relatively new addition to the Sea Scout fleet.

The Sea Scout program stresses training in basic seamanship through instruction and hands-on experience. Sea Scouts learn about boat maintenance, operation and safety; for example, how to anchor, how to send signals by semaphore, and how to read a tide and current table. As skill and experience requirements are completed, Sea Scouts advance from the rank of apprentice to the rank of quartermaster (equivalent to Eagle Scout rank in Boy Scouts).

But the adult leaders are quick to point out that their ship members learn one skill that has no direct connection with seamanship. "They learn how to become leaders," stated Patty McKnight, skipper of the Union Bank-sponsored *Trinity*.

Mark Christy shipmember Lori Wong supported McKnight's statement. "We learn how to take charge and coordinate," she said. "Lately we have been shopping around to get our boat hauled out."

Sea Scouts have the opportunity to make use of their newly developed leadership and training skills at several regattas each year. Units gather from all over Northern California to compete in a "nautical olympics", including pulling boat races, knot tying contests, and a written mariner's quiz.

The highlight of the program for the sail oriented units is racing. The units based at San Francisco race against one another seven times a year. On seven Sundays between March and October, the boats race out of Aquatic Park and spend the afternoon following a course around the Bay.

With skipper David Hahn at the helm, the *Navigator* won the final race of the 1983 season. Sponsored by the Geneva Excelsior Lion's Club, the black-hulled, sloop rigged whaleboat pulled away from her pursuers after rounding Blossom Rock. With the victory, *Navigator* also won the season title, edging out the Propeller Club of the United States-sponsored *Corsair* by one half of a point.

For teenagers interested in boating, Sea Scouts is an inexpensive alternative to the more costly private sailing clubs. Membership requires a \$3.50 registration fee, and dues of several dollars each month. This is indeed a small price to pay for the chance to sail and race on San Francisco Bay.

To find out more, call Mike Strain during the week at (415) 469-0200. You can visit the San Francisco base on the weekend, or call (415) 441-9252 and ask for Port Master Jack Miller.

— jeff galvin

## no fun for great fun

Point Richmond's Clay Bernard has been having his troubles with his Davidson 50 *Great Fun* lately. Twice within a month the white-hulled IOR beauty with the red and blue graphics on the topsides has gotten into serious trouble outside the Golden Gate. The second time, during the fierce storm on November 13th, the boat was abandoned and nearly sank but for a heroic rescue effort by the Coast Guard.

This has been a mixed year for Bernard and his thoroughbred sloop. In July they took second in the TransPac race from Los Angeles to Honolulu, finishing close behind friendly rival and fellow Richmond sailor Irv Loube and his 46-ft *Bravura*. Back on the Bay, for the fall Big Boat Series, however,

cont'd on next sightings page



LATITUDE 38°51'N

The Sea Scouts prepare for a day on the Bay.

## parade -

for more than two decades, they've gotten pretty serious about it. In fact two TV stations will be recording the event for replay on Christmas Eve. Word is Dixie Whatley of Entertainment Tonight will be holding the main mike. Dixie Whatley — wow!

And naturally there'll be plenty of celebrities on hand. The Grand Marshall is Mark Spitz, former Olympic champion, who is actually a sailor with several TransPac's to his credit.





## cont'd

While Grand Marshall Mark has a boat to ride on, other celebrities such as George Gobel, Buddy Ebsen, Lee Anthony, Alan Hale, Jayne Kennedy, Barbara Billingsley, Diane Pine [Editor's note: who are these 'celebrities'?], Isabel Sanford, Dick Van Dyke, Madam and Waylon, and Julie Parish need rides. If you've got room on your boat, call (213) 821-7614. And may some of the glamor rub off on your topsides.

cont'd center of next sightings page

## no fun - cont'd

*Great Fun* fell on hard times, and was badly beaten in the City of San Francisco division. Two years earlier, Bernard and his brand new boat had swept that fleet with straight bullets. In the fast paced arena of Grand Prix IOR racing, *Great Fun* was beginning to show her age.

When word got out of *Great Fun*'s near disasters, there was a lot of dock talk that Bernard was trying to scuttle his ship for the insurance money to finance a new, up-to-date IOR boat that all the rock stars would want to jump on and sail back to the top of the fleet. To be honest, those same suspicious thoughts crossed our minds too. After talking with Clay, though, we realize we had made a snap judgement. "That boat is a love of mine," he said

cont'd on next sightings page



# SIGHTINGS



"Lightspeed", Larry Diggs' 60-ft ultralight heads out the Gate for a cruise around the world.

## no fun - cont'd

following the second mishap. "It comes right after my wife and kids."

Clay's troubles started on November 3rd when he went out the Gate to check his Loran. He needed to get away from the interference near shore, so he headed out towards the Farrallones. Sailing by himself, he had rigged a safety line from the cockpit down the main hatch and hooked into it with his harness. Well out to sea he discovered a lot of water in the bilge and became alarmed. He had always been told that the best thing to do in that situation

cont'd on next sightings page

## parade -

By the time you recover from the MDR fete, you'll be in good shape for the 13th annual New Year's Day parade around Alameda. "Fizz Time" starts at 7 a.m. to get everyone's attitude adjusted correctly. The procession commences at 9 a.m., with tides favorable to complete the circuit. Maximum draft that will make it through the various



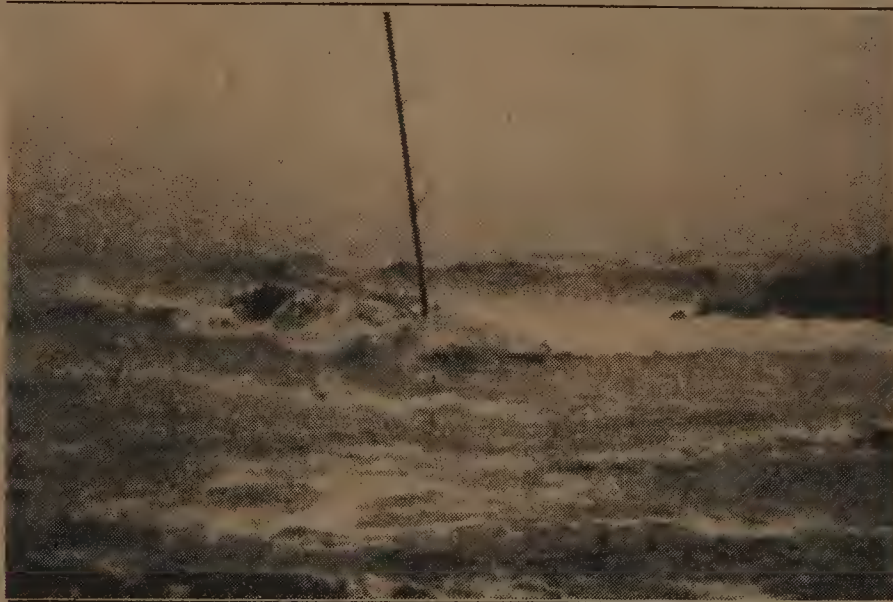
## no fun - cont'd

was to inflate the liferaft first and find the leak second, so he set about doing just that. Throwing the raft's cannister overboard, he pulled on the painter to activate the inflating mechanism, but the rope wasn't attached to the release pin. He dragged the raft back onboard, attached the painter to the pin and repeated the maneuver. Then he went below and found the shaft packing had come loose. He was able to stem the flow partially, but the Coast Guard still had to tow him back to the St. Francis Yacht Club.

The second incident occurred ten days later. Rhett Jeffries, a friend of Clay's, was on the first leg of delivering *Great Fun* to San Diego where Geraghty Marine was going to do some work on the deck and topsides. Much of the deck hardware had been removed in preparation. Jeffries set out by himself, and Clay, who had some engagements to attend on the night of November 12th, was going to meet him in Monterey on Sunday morning.

The weather was pretty nasty in the early hours of the 13th — winds 30 to 35 knots, swells 10 to 12 feet with six foot seas. Off Moss Landing, *Great Fun* began taking on water. A hose leading to a through-hull fitting had come loose. Rhett found the leak but couldn't get the hose back on. Bailing through the forward hatch, he wasn't keeping up with the inflow, so he radioed a May Day and went up on deck to inflate the eight-man life raft. A large wave hit and flipped the raft overboard, dumping all the flares and emergency equipment into the ocean. "Then it was panic time," says Clay, who was waiting for Rhett in Monterey when he heard about the May Day.

Jeffries got the raft back onboard and right side up, but another wave knocked both he and the raft overboard. He was unable to get back to *Great Fun* and drifted away in the wind. Meanwhile the Coast Guard dispatched a boat and helicopter. The rescue boat found *Great Fun* and took it under tow.



A soggy "Great Fun" staggers into Santa Cruz Harbor.

Entering the Santa Cruz harbor the boat nearly pitchpoled in the surf. The helicopter found Jeffries two-and-a-half hours later and plucked him to safety. "The Coast Guard guys were really pros," said Clay. "They amazed me how well they handled the situation."

Over half full of water, *Great Fun* finally docked in the small boat harbor and was pumped out. All the wiring was shot and the bow suffered some structural damage. Luckily most of the electronics had been removed before the boat left. The absence of that gear and the deck hardware raised some doubts in the Santa Cruz authorities minds. They even tried to link *Great Fun* to a dope smuggling ring! Clay convinced them that was hardly the case, though. Also frustrating to him was the fact that he'd spent the last three months working on the wiring and fixing the boat up and now he'd have to do it all over again. As of now, the trip to Geraghty Marine has been in-

cont'd on next sightings page

## cont'd

shoals is seven feet, plenty for most boats on the Bay. Both the Aeolian Yacht Club and Metropolitan Yacht Club will be open during the festivities with food, drink and even dancing! Ouch, my aching head. To find out more, contact Dr. Charles Ormond, 411-30th Street, Oakland 94609 or call him at (415) 444-3678.

LATITUDE 38 SHIMON

STEVE LEDDY



# SIGHTINGS

## no fun - cont'd

definitely postponed. The repair work will be done in Richmond.

*Great Fun* wasn't the only boat caught out in the ocean during the series of storms that swept through the Bay Area during the second week of November. A Santana 35 being delivered from Santa Cruz to the Bay by Cliff Stagg and two others had expected winds of 40 knots of November 10th, but instead found themselves with gusts of 55 to 60. At one point the anemometer hit 70 knots and then broke! "It just kept building," reports Cliff, "and we began looking for a nice soft beach to land on." The trio managed to pull through, hitting 16 to 18 knots with the 110 jib up as they roared up the coast. Two days later Cliff was out again — this time for a midwinter race on the Bay. And they won!

Not as fortunate were the husband and wife crew of the 35-ft trimaran *So What*. Darlene and Dayton Johnson of Ventura were lost overboard sometime on or before November 11th off Monterey. Two days later debris from their boat washed ashore near Santa Cruz.

Be careful out there.

## windjammers

Following is a reply to a letter we ran last month from Jocelyn Nash about the origins of the Windjammers from San Francisco to Santa Cruz which is held every Labor Day weekend. The author is Jack Ehrhorn, a former shipwright at Stone's Boat Yard, now located in Alameda, and one of the sailors-Jocelyn mentioned in her letter as having taken part in the early Windjammers. Here is Jack's version of how the race got started.

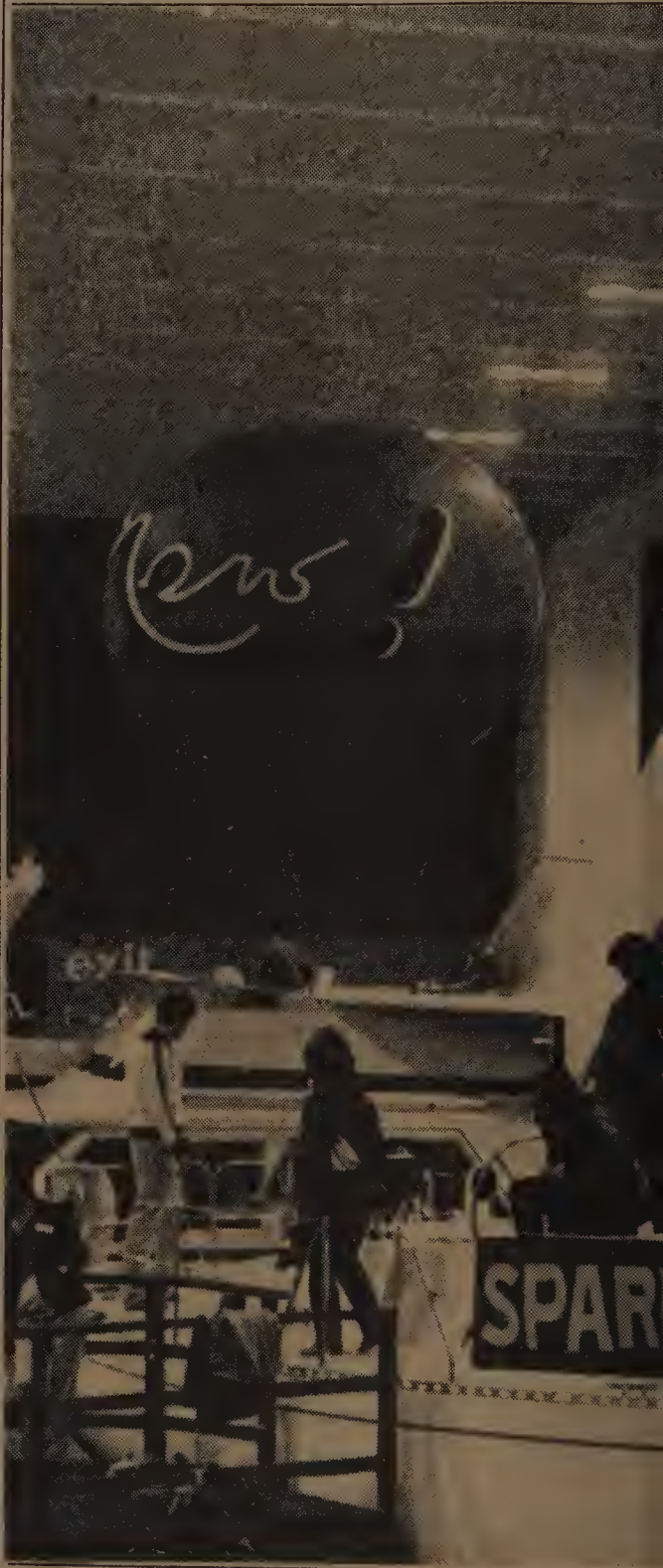
The first Windjammers race to Santa Cruz was held on the Labor Day



1939 Windjammer winners on "Aloha", from left: Herb Garibaldi, Doc Gregory, George Grant, Bob Doolittle, Jack Ehrhorn, Al Young, Lester Stone, and mascot "Michael".

weekend in 1938 as the result of a group of sailors who used to gather daily for lunch at the old Grant Hotel in the area of 23rd and East 14th Streets in Oakland. They consisted of boating enthusiasts who spent their time when

cont'd on next sightings page



DOUG KEACHE

Moscone Boat Show.

## boat show

If Christmas is on the way, the Boat Shows must be close behind. This year's double bill features the International Boat Show from January 6-15 at the Moscone Center in San Francisco, as well as the 42nd annual San Francisco Sports and Boat Show at the Cow Palace from January 13-22. Both will have plenty to offer the prospective





## boat show

boat buyer, as well as other attractions.

The Moscone show, sponsored by the Northern California Marine Association, will be devoted to nautical displays. Over 36 sailboat lines have already committed to attending the show, ranging in size from the S&S 47 to 8-ft El Toro dinghies. Also planned for

cont'd center of next sightings page

## windjammers - cont'd

not sailing visiting the Stone Boat yard, located at that time behind the Union Diesel Engine Company on the Oakland Estuary. Santa Cruz races had been held during the years from 1928 to 1938 on a strictly sail basis. Due to the usual lack of wind this time of year there were many boats that arrived in Santa Cruz much too late to partake in the shoreside festivities. The sole reason for the birth of the Windjammers was to ensure that participating boats would, with the help of engines, reach Santa Cruz in time for the dinner and

cont'd on next sightings page





1939 Windjammer fleet anchored off Santa Cruz.

## windjammers - cont'd

trophy presentation which was held at the old Casa Del Rey Hotel in Santa Cruz.

Time allowance for the use of engines was formulated from the Block Island rules for auxiliary races. Only vessels with inboard power were eligible. The boats had to have two fuel tanks since one tank had to be empty before the allotted amount of fuel was doled out to each boat. Both tanks were then sealed at the fill fittings. There were no restrictions as to when or how fast the engines were to run other than the fact that when the allotted fuel was used up then the race had to be completed with sail only. Any sort of gas gauge was ruled out, which put an element of chance and guess work into the race strategy. Many boats ended up off of Davenport in the early hours of Saturday morning (the race started at 6 p.m. on Friday) finding themselves in a power boat race due to a total lack of wind and hoping to stretch out their fuel allowance enough to reach the finish line off the municipal pier at Santa Cruz. The first Windjammer race had 27 participants and was won by Ed Feisel's *Yo Ho Ho* from St. Francis Yacht Club. The 1939 winner was the yacht *Aloha* with Lester Stone at the helm.

Jocelyn Nash's reference to Lester's *Marilen* sailing in a race to Santa Cruz is correct in that the boat did sail in one or more of the early races but not in a Windjammer race since the *Marilen* did not have any kind of auxiliary power during Lester's ownership from 1931 to 1935. I didn't start working for Lester until 1937 when he had the *Aloha*, and I had the pleasure of sailing and racing with him until his death in 1975.

An adjunct to the race to Santa Cruz was the so called Bang And Go race to Capitola which started at about 1 p.m. on Sunday from an anchored position off the beach in front of the Santa Cruz boardwalk. The purpose of the race was to provide fun and excitement for the hosting yachtsmen and friends from the Santa Cruz Yacht Club who were invited to come aboard the boats and be participants. At the sound of the starting cannon the boats were free to get to Capitola in the quickest manner possible. Anchors were raised, sails hoisted and engines started, though not necessarily in that order. This

cont'd on next sightings page

## boat shows -

viewing are three of the Olympic class sailboats, the singlehanded Finn, the two-person Star and the three-person Soling. These boats will be part of a fund-raising effort in conjunction with the San Francisco Sailing Association, and local sailors with a good chance of representing the United States at the 1984 Games will be on hand to answer questions.

The Moscone Show will also feature a full schedule of seminars and audiovisual shows. Topics will include cruising different parts of the world, outfitting for ocean sailing, tides and currents on San Francisco Bay, the Around the World Race and several sail selection sessions. Frequent *Latitude 38* contributor John Neal will offer a pair of seminars — one on sailing through the South Pacific and New Zealand, and the other on fitting out for offshore cruising, the latter covering anchors, sails, self-steering devices, dinghies and electronics. John will also be showing a couple of movies. One is the 1929 film, "Round Cape Horn", showing the square rigger *Peking* making one of the last commercial voyages around the tip of South America. The other is his own film and slide show on bareboat chartering in the South Pacific. You can meet John in person at Booth 548.

Hours for the Moscone show are noon to 10 p.m. on weekdays, 10 a.m. to 10 p.m.





HARRY KAY

## cont'd

on Saturdays and 10 a.m. to 6 p.m. on Sundays. General admission tickets are \$4 for adults, children 6-12 are \$1 and kids five and under get in free. For more information, call (415) 436-4664.

Tom Rooney, manager of the San Francisco Sports and Boat Show at the Cow Palace, happily cites recent predictions of an upswing for boating manufacturers around the country in 1984. His show, which is celebrating its 42nd anniversary this year, was reportedly already sold out two months before the doors opened! They expect over 300,000 attendees. This show has for several years featured other outdoor sporting activities besides boating. Camping, fishing and hunting are also heavily represented. Purists sometimes object to this mixture, but it's hard to beat the Cow Palace show for variety of sights, sounds and spectacles.

The main floor of the show is where you'll find the sailboats, and the high ceiling allows them to be fully rigged with sails and flags raised. One of the most notable sail entries will be the Brazilian racer/cruiser Fast 345, designed by the renowned Ron Holland.

Manager Rooney also adds a historical note: in 1942 a young Army second lieutenant by the name of Ronald Reagan, then stationed at Fort Mason, came to the inaugural show held at the Civic Auditorium. (This tid-

cont'd center of next sightings page

## winjammers - cont'd

resulted in some boats running down under all available canvas while dragging ground tackle festooned with kelp. Noisy confusion reigned on the overcrowded boats during the short and fast ride to Capitola, where the fleet anchored and shore boats ferried the gang to a barbecue ashore. Some of the crews failed to make the party due to the roller rink attraction on the beach. A good time was had by all and this spirited action continued up until the start of World War II. Post-war Windjammers races evolved into a more serious type of competition which perhaps lost some of the earlier intent that this was to be above everything else a fun event.

— jack w. ehrhorn

## seminars

Winter is seminar time, and here's a look at some, both past and future, that might be of interest.

### *Cruising Seminar*

Pat Albin wanted to give something back to the people and the community who did so much to help him and his wife Gail prepare for their four years of cruising. He decided on organizing a free full-day seminar with friends and community members for cruisers and would-be cruisers. Response was overwhelming and Pat realized he had enough resources for a 12-hour day. Pat says in retrospect that if the seminar is to be repeated as an annual event, it would be better done over a weekend period.

The Sunday seminar was held at the Encinal Yacht Club on November 13 with such panelists as: Chuck Burns, designer; Peter Sutter with 100,000 miles of sailing behind him; Lee Crow with advice on marine electronics; Elaine Boxton with medical information; and experienced cruisers, Richard and Sandy Clopton, Dave and Vickey Case, and Rick and Marilyn Olivera, who gave the straight story on what the real world of cruising is all

cont'd on next sightings page



# SIGHTINGS

## seminars - cont'd

about.

Pat says the seminar convinced one couple to postpone their cruise. After all the hours of information they realized they needed much more preparation and experience before they could take off.

Participants took pages of notes on everything from anchoring and wind vanes to boat design and a panel of women who talked about cruising from their perspective. "You do not look like you do at home," stressed Sandy Clopton. Gail Albin got laughs from the audience of her description on doing laundry using a five-gallon bucket and a plunger, "the cruisers Maytag", she called it.

All in all, the seminar was a tremendous success. Both organizer and participants were drained by the end of the long day. "It helped satisfy a need," Pat said. "I think we all learned quite a lot."

### *Cass' Seminars*

Pete Sutter has been making the seminar circuit this month, from the Cruising Seminar to Cass' Marina's first seminar on The Shape of Speed. It's the first time Cass' had tried something like this; owner Lois Fisher thought it would be a great idea for the rainy season. Seminars (\$5 at the door) are planned up until spring time on such topics as problems at sea (December 4), and spinnaker handling and slides of racing on the Bay, set to music (December 7). January's seminars on the 18th and 25th are both on Wednesday nights.

The seminars are a great opportunity to ask questions of the experts and get to know new people. While the rain came down steadily outside, those inside sipped coffee, relaxed with feet up on chairs, and asked advice. "How can I make my sails last?" someone wanted to know. Use telltales, trim them right and hose them down two or three times a year, Pete told them. He says it's important to get the salt off since it hardens the fabric. "Seventy percent of repairs on mainsails are on the batten pockets," he said. "The rest involve our own carelessness."

Lois says the last seminar on knots was a fun one and may be repeated — she learned to tie some new ones.

The seminars are led by Cass' staff and friends with films and PBS-TV's Under Sail segments. You can call Cass' at (415) 332-6789 for further information.

### *Coast Guard Classes*

Though more comprehensive than a seminar, the Coast Guard Auxiliary's 13 lesson Sailing and Seamanship course is an excellent six-week program with basic material for the novice, and brush-up on information for the experienced. The last class, held at the Bay Model in Sausalito, attracted a mixed bag of people, of all ages and of all experience. It's free, there's an \$8 fee for the text book. Slides, movies, visual aids are also used. There's coverage of weather forecasting, rules of the road and legal requirements, and using radio telephone, all of which should be prerequisites for anyone sailing on the Bay. If you pass the final exam, you receive a certificate and accomplish a good portion of what's necessary to be a Coast Guard Auxiliary member.

The next series of classes in Sausalito will be March 6 to April 17. We'll publish dates of other classes around the Bay as soon as they're decided upon for next year.

### *Singlehanded TransPac Seminar Seminar*

The Singlehanded TransPac Seminar Series got underway in November with a panel of prior TransPac participants, including Bob Counts, Frank Dinsmore, Rod Park, Buz Sanders, Linda Weber-Rettie and Mike Pyzel.

They spoke on planning, costs, mental and physical preparations and answered audience questions. Mike, who raced the 1978 Singlehanded TransPac called it a "personal Everest". Frank spoke of it as "an experience that will literally change your life".

cont'd on next sightings page

## boat shows -

bit begs for a comment. We'll just let it keep begging).

Opening ceremonies for the Cow Palace show take place at noon on January 13th.



Flying dog tops the Hobie fleet.

MIKE TOBIE



## cont'd

The show opens at 1 p.m. on weekdays and 11 a.m. on Saturdays and Sundays. Admission is \$4 for adults, \$2 for children. For more information, call (415) 931-2500.

## seminars - cont'd

They also spoke of fear. "I found, surprisingly, that I was never afraid," said Bob who won in 1980 in his Golden Gate. "There were never enough hours in the day." Linda said she always pictured herself at the finish. "I never think of the unsurmountable," she said, and she tried never to think of what was below the boat.

cont'd on next sightings page





# EXPLODING THE MYTHS OF THE ULTRALIGHT . . .



## MYTH #1: Ultralights are hard to handle.

**A FALSE:** Listen to Bob Perry's comments.

"The attitude that says ULDB's are hard to handle and very demanding does not apply to the Olsons . . ." I loved the boat. (40) It was easy to sail, had a powerful feel, was perfectly balanced, very, very fast.

**B FALSE:** Graham Hawkes — owner, singlehander

"The boat is amazing — the helm is even balanced under jib alone. Sometimes when it's really blowing — 20-25 or so, I just unfurl the jib and can let the boat sail herself. With just the jib up I fly by other boats of all types and sizes — with full crews of deck apes."

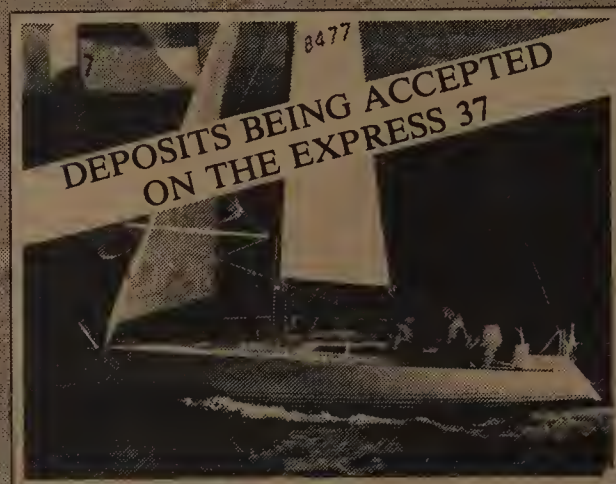
## MYTH #2: Ultralights don't go upwind.

**A FALSE:** Listen to Bob Perry —

"Despite it's diminutive size, the OLSON (30) manages to at least keep up with, if not pass, most 40 footers. *Upwind they are* devastating and downwind it's "AMF".

**B FALSE:** Santana 30-30 owners —

"We are interested in the EXPRESS because when we sail to Drakes Bay in our boat, the Express 27 can go upwind as well as we can, and when we turn the corner to come home, they take off."



## MYTH #3: Ultralights are throw away boats.



**A FALSE:** Listen to Bob Perry —

"One of the benefits of the move to ultralight displacement is that it places an unusual amount of importance on structural integrity. There is simply not enough weight involved in the design for the builder to "slop" his way through and achieve strength with ignorant overbuilding. I have looked at the Olson carefully and I can assure you that this boat is an excellent example of modern production boat building."

**B FALSE:** Listen to the Baltek Corporation

"George Olson's theories and outstanding manufacturing techniques have been recognized by the industry for their innovation and soundness. His Olson 30 has been tested for strength going to weather for hours in 60 mile per hour winds."

"The vacuum bagging at Pacific Boats is accomplished with the timing and attention to detail of an America's Cup crew. All materials and procedures are followed with extreme precision and care."

**C** Olson 40 *Notorious* was one of the only boats to survive beaching during the Cabo hurricane last year. She is sailing again out of her home port of Santa Cruz.

(Did you know the hull of an Olson 40 is 1" thick?)

**Not all light boats are Ultralights — there is a world of difference: OLSON, MOORE\*, EXPRESS**

\* 23 MOORES SIGNED UP FOR METRO MID-WINTERS!

## PT BONITA YACHTS

1220 Brickyard Cove, Pt. Richmond, CA 94801  
(415) 232-7337

Yacht Sales Brokerage  
Charter placements in  
Mexico, Tortola,  
St. Lucia, or local  
charter fleets.

Custom yacht projects;  
grand prix racers  
to single handed  
cruising yachts.



# SPARKMAN & STEPHENS 40 & 47

## Select her for logic

"So talented a man as Olin Stephens has many strings to his bow, all superb, and which one he selects depends on the specific requirements he must resolve.

*Arthur Bieser*

*"The Proper Yacht"*

## Select her for love

"Unless one's spirit soars at the sight of a boat, unless one instantly sees oneself at its helm under a blue sky with porpoises leaping along side, it just won't do . . . Certainly no other designer has been more consistent at turning out successful designs than Olin Stephens, and he has never had to sacrifice beauty to achieve this record —"

*Arthur Bieser*

*"The Proper Yacht"*



**Make an appointment to inspect her at our docks.**

**NOTE:**

*Limited positions still available for year-end charter placement in Baja, Tortola, St. Lucia, San Francisco and the San Juans. Contact Paula Blasier or Bob Hardin to discuss availability and potential tax benefits.*

### DEALERS FOR:

**Core 24 • Express 27 & 37 • Olson 30 & 40 • Valiant 37, 40 & 47 • Sparkman & Stephens 40 & 47**



## seminars - cont'd

Some audience members were curious about the cost involved. They discovered that for less than \$5,000, with the biggest single expense being a liferaft, they too could do the race.

These free seminars will be held once per month until May, and are open to all, Wednesday evenings at the Oakland Yacht Club. The December 14th topic will be self-steering gear with demonstrations of windvanes and autopilots. For more details call Ants Uiga at (415) 326-6741.

### *Pacific Cup Seminars*

The third biennial race from San Francisco to Kauai — the Pacific Cup — will begin July 8, 1984. The race seminars will begin in January at the Ballena Bay Yacht Club, open to anyone interested in learning how to plan and conduct a successful offshore race or cruise. The \$35 fee for a full day



## THE PACIFIC CUP

and \$90 for the series include lunch, coffee and doughnuts. January 28th will cover provisioning, electronics and singleside band equipment. The February 4 session will deal with first aid, liferafts, safety, and yacht designers' comments on boats for the Pacific Cup race. The last seminar on February 18 will cover meteorology, weather forecasting and sail selection, and experiences and tips from race veterans Cliff Stagg and Chuck Hawley. For more information, contact Ballena Bay Yacht Club at (415) 523-0612.

### *YRA Certified Race Officer Seminar*

A full-day seminar will be held at the St. Francis Yacht Club on January 28 at 9 a.m., complete with an award winning audio-visual presentation on the Yacht Racing Association Certified Race Officer program. The race management committee's race officers certification program was begun five years ago by the late Jack Feller to raise the level of quality of race committees and to update race management and protest committee work. Bob Thalman and Tom Allen have both chaired the program. Bob is running it this year and has scheduled the January seminar open to anyone interested in working on race or protest committees.

The audio-visual units are available through the YRA and Bob encourages newcomers to race committee-ing to borrow them for use prior to races. They explain what the committee does and the various roles you will play. "There's more to race committee work than raising flags," he says.

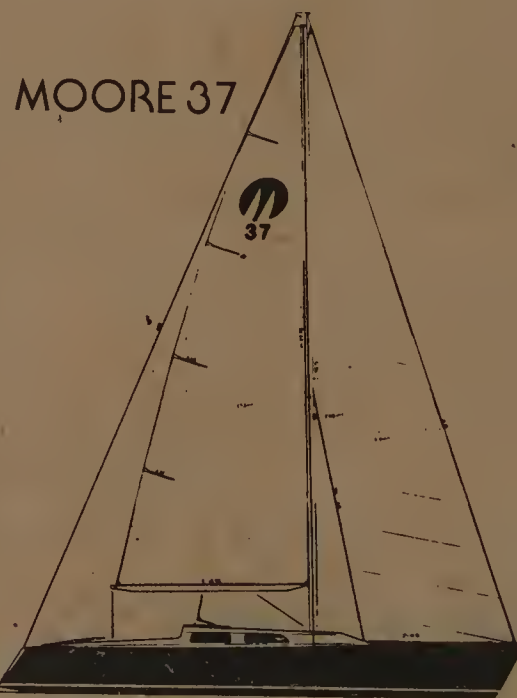
The YRA race management committee's ultimate hope is to certify everyone running regattas. Thirty-six people have been certified through the program so far and there are 100 people involved. If it's experience you lack, Bob can place you on one of the many yacht clubs boats that take rookies out. YRA can also provide trained race chairmen to help less experienced

cont'd on next sightings page

## new

Yacht building, like clothing fashion, follows trends. In the last decade production yachts have gone through several, such as the 24-ft trend (J24, Moore 24, Merit 25), the 27- to 30-ft trend (Olson 30, Santa Cruz 27, Express 27), and now we seem to be in the midst of a 37-ft trend. *Yacht Racing/Cruising* magazine, which keeps track of these sorts of things, recently ran a review of fourteen yachts that fall into this category, some of them already in production and some due out soon. Notable are a pair of speedsters being put together in Santa Cruz, one by Moore Sailboats and the other by Alsberg Bros. Boatworks.

Both of these efforts can be considered part of the famous Santa Cruz light boat tradition. Ron Moore's Moore 24 was, in fact, one of the early types in this genre which has gained worldwide recognition for speed, lightness and excellence in construction. Over 126 Moore 24's have been built in the last ten years, and they are even now experiencing a revival of sorts. By next spring, they plan to turn out the initial Moore 37, a



7,500 pound "hot rod", according to Chris Watts, a member of the Moore enterprise. With a ballast/displacement ratio of .55 (3,850 pounds of ballast), the Moore 37 will have an incredibly low displacement to waterline ratio of 98 — the lowest of the 14 boats surveyed by *Yacht Racing/Cruising*.

For a designer, Moore chose Tom Wylie of Alameda. While Wylie is not often associated with the Santa Cruz crowd, he has been evolving as a proponent of the "Fast is Fun" philosophy. His recent 24-ft Wabbit weighs a



## boats

meager 800 pounds. He feels speed and lightness have some cruising advantages: the ability to outrun bad weather and to sail over waves rather than through them, easier sail handling with smaller, more efficient rigs, and less cost due to less materials being used to build the boat.

At 9,000 pounds with a displacement to waterline length ratio of 139, the Express 37 is not as weight radical as the Moore 37. (A ballast/LWL ratio of 100 is considered the cutoff between "ultra light" and a "light" displacement). Designer Carl Schumacher admits that the Moore boat "is more purist. We consider ours more realistic". The new boat, scheduled to be in production by next April, follows on the heels of the popular Express 27, another Schumacher design. In just two years, Alsberg has sold 72 of the smaller boats and hopes the bigger version will be equally successful.

Schumacher took into account the IOR rule in drawing the 37, and predicts the boat will be able to sail its rating in TransPac and the Mexico Races. He doubts you could win



SORC with one, but you need a custom boat in that fleet to really be competitive. "You just can't do a pure IOR boat as a production product," he says. The boat will have the option of being cruise ready with a 6'2" headroom or a stripped out racing version for the go fast crowd. Four have already been pre-sold, three in the Bay Area and one in Santa Cruz.

Both the Moore and Express 37 are being listed as selling for \$75,000, which should be

cont'd center of next sightings page

## seminars - cont'd

race committees.

Last year's successful seminar with the Coast Guard will be repeated this year, an all-day event on February 25 at the Coast Guard station on Government Island, focused on safety issues, weather and procedures.

A newsletter for those in the program is published every six to eight months that includes information on new equipment and marks, helpful hints and covers areas of where to set or not to set marks on the Bay.

The program is a self-paced one and applications can be picked up from yacht club race chairmen or at the YRA office.

## america's cup

"Conner: No Bitterness Over Losing 'Auld Mug'" proclaimed the headline in the November 4th issue of the *San Diego Log*. It's good to know Dennis Conner, the first American skipper in 132 years to ever lose the America's Cup, isn't feeling much rancor over the defeat. Of the fatal last run in the seventh race he says, "*Australia II* did not jibe away and find better wind while we failed to cover. She sailed right through our lee . . . we couldn't do a thing about it."

There are some greying preppies at the New York Yacht Club who may not share his California feel good philosophy, however. In one fell swoop, the NYYC lost a major pillar of its *raison d'être*. Don't count the old blue bloods out, though — all those years running races for 12 meters may yet prove useful.

In the near future, the Royal Perth Yacht Club, present holder of the Cup, will announce their plans for the next defense, which presumably will take place in 1986. Those wanting a crack at challenging will then start lining up. According to Larkspur's Ken Keefe, who crewed for Tom Blackaller on the unsuccessful *Defender* this past summer, one challenger is responsible for putting on the eliminations for foreign boats. He fully expects the New York Yacht Club to get the nod for this position, since they obviously know more about the logistics of running such a series than anyone else outside of Australia.

Many a drink has been consumed in the past two months discussing possible American challengers. The NYYC is a lead pipe cinch, to borrow a phrase. (Speaking of lead, the International Yacht Racing Union recently ruled that winged keels on 12 meters were okay. That means that the only 12 in the world that is competitive right now is Ben Lexcen's *Australia II*. It also means a lot of designers are going to make a lot of money trying to come up with a better boat). There's talk of a strong challenger coming from Texas and the Fort Worth Boat Club, which has funded several 6 meter campaigns in the past.

Here on the Bay the only club with any substantial meter boat history is the St. Francis Yacht Club, which has put together a string of successful 6 meters in the American-Australian Challenge Cup. Ken Keefe has also been a strong part of that effort. He says they always got great support from the Bay Area for these campaigns, but money was often tight. Making the jump to a 12 meter effort, with a price tag estimated anywhere from \$6 to \$8 million, is a big deal and Kenny's not so sure it can be done. "You would need a paid staff and a professional fund raiser, not to mention all the logistics of running a boat like that," he says. "It's so complex it's scary."

Not overwhelmed by the monetary demands is San Mateo Yacht Club's Stan Reisch, who has been playing the IOR Grand Prix game for the past four years with his Peterson 40 *Leading Lady*. Stan was approached by some of his fellow club members as to the feasibility of mounting a Bay Area 12 meter effort. Tentatively called the Golden Gate Syndicate, it would be a grass roots effort of many local groups, especially Bay Area yacht clubs in-

cont'd on next sightings page



# SIGHTINGS

## america's cup - cont'd

terested in taking part. The big bucks would most likely come from Silicon Valley. Stan says the computer moguls there weren't really interested in the Cup when it was based on the East Coast, but now that it's up for grabs they figure "Let's go get it back!" He adds that they're still fluid about the whole thing, and if anyone wants to call him with some input, he can be reached at (415) 592-7800.

There are other Bay Area challenges in the works. The Half Moon Bay Yacht Club, for example, has challenged the Royal Perth Yacht Club with the request that the deed of gift be changed so that the races would be sailed in Victory 21's!

Perhaps the most intriguing, however, is the almost all-women syndicate headed by Danville's Marilyn Pappalardo. An advertising executive, Marilyn says she has \$300,000 seed money already committed to her boat, which will be designed by her husband Nick, a naval architect who used to own Land & Sea Houseboats in San Jose. Their 12 is scheduled to be built in Martinez. The lone male member of the crew is Dr. Chuck Noonan, a psychiatrist, whose job will be to, as Nick put it, "mold their minds into one".

The temptation to laugh at this last proposal is strong indeed. Let us not forget, however, that three years ago when American yachtsmen heard that one of the challengers for the 1983 America's Cup campaign had wings on its keel, they laughed too. The joke was eventually on us.

## sultana

John Roberts of San Francisco saw and photographed this ship while on a daysail and asked us to find out more about it. We tracked it down in Alameda at the dock in front of the Neptune's Galleon restaurant where this 91-ft square rigged ship, the *Brigantine Sultana*, is available for charters.



She's a replica of an Early American ship of the same name that was built at the Benjamin Hollowell Shipyard in Boston — the original precursor of the Baltimore Clipper. The *Sultana* is owned by Ed Pereira, owner of Neptune's Galleon, Alan Karsevar, and three other friends. Ed, who says he "hates sailing" would rather talk about his power boat tied up next to the *Sultana*. Alan Karsevar, who does like sailing, considers himself a cruising-type person. Building the boat was a family project for Alan, along with his son and daughter, who spent the last four-and-a-half years finishing building and rig-

cont'd on next sightings page

## new boats -

considered a base price. If you want to place your order right now, contact Moore Sailboats at 1650 Commercial Way, Santa Cruz, California 95065, (408) 476-3831 or Alsberg Bros. Boatworks, 953-A Tower Place, Santa Cruz, California 95062, (408) 476-0529.

Also in the works for Carl Schumacher is another *Wall Street Duck*, a 43-ft sequel to the 38-footer he drew for Jim Robinson of Tiburon. The original *Duck* had a sweet and sour season in 1983, winning the Danforth spring series on the ocean, but breaking a rudder in the TransPac. In the Big Boat Series they had to trade away over a foot of rating to qualify for the 30.0 minimum, putting the *Duck* at a disadvantage against the 40-footers. They still managed an eighth out

## a boat is a

The Internal Revenue Service recently ruled that a sailing yacht equipped with cooking, sleeping and sanitation facilities qualifies as a principal replacement home for someone wishing to defer tax on the gain from selling their home on land. *The Wall Street Journal* reported this development in their November 16th, 1983 issue. Good news for those who sold their home and are

## we'd been to breuners

but we still hadn't seen everything until we got a press release from Spar Trek International of Marina del Rey, touting their "motorized boatswain's chair". Actually they've taken to nicknaming their product the "Chairway to the Spars".

This product, upon which the lovely young lady at right is sitting, is the brainchild of Richard Kohler. The idea came to him when he noticed his bride of five months rubbing her arm muscles after having winched him up to the top of their mast.

The 1.3 h.p. motor is armed with sturdy reduction gears — and back-up safety systems — to insure that you can go up and down your mast — as well as fore and aft stays — in comfort and safety. Even if you weigh 4,200 pounds.

The price? A mere \$1,195. You folks in the marketplace will be the ones to decide if it's worth it or not. Further information can be obtained by called (213) 306-6350.



## cont'd

of 14.

The new *Duck* will rate 33.0 feet and will be Carl's first "Grand Prix IOR boat", something he's been aiming at for a while. He'll be designing it for all around Bay and ocean performance, making it fairly light, even at the expense of some displacement penalty. As for a builder, he'll send out drawings and see what kind of bids they can make. "I know who won't build the rudder," Carl says with a chuckle, referring to the flawed blade that Long Beach's Dennis Choate delivered. Choate also did the 38-footers' hull and deck, which Carl says turned out fine. If Robinson can sell the old boat soon, the new one will be started right away; otherwise they'll wait until next summer to commence.

## home is a boat

getting close to the 18-month deadline before which they must reinvest in another home in order to avoid paying the capital gains tax. Also if you're retiring and want to go cruising instead of moving into a smaller home on land, this could be the course for you. Given the current cost of an average dwelling in California, you should be able to get quite a yacht!



## sultana - cont'd

ging the ship. The fittings and spars are custom made and he's paid careful attention to keep the rigging traditional. When the boat is not sailing on the Bay, Alan continues to add ballast and improve the rig.

The *Sultana* can accommodate up to 75 onboard — there's a player piano, full galley (food is catered through the restaurant) and four staterooms. It's available for \$185 per hour for weekend brunches or afternoon cruises and can also be chartered for group parties. The phone number of the boat is (415) 521-6918.

## more charter news

Speaking of charters, anyone out there who's in the business without the proper licensing should be made aware that the Coast Guard doesn't look too kindly on that sort of operation. In fact, Commander James McCartin, Chief of the Investigations Department at Alameda's Coast Guard station, says they have been actively pursuing violators, including the use of "sting" operations when needed.

McCartin's main concern is with charter boats carrying seven or more passengers for consideration, i.e. for hire. Currently there are 278 such boats in Northern California which have been okayed by inspection. There are also others which haven't been, and in the last four months five of them have been busted, all powerboats, one on Lake Tahoe, two on the Delta and two on the Bay.

The Coasties have a three-phase program in pursuing violators. First, if they have good reason to suspect someone either through ads or tips from competitors, they attempt to 'educate' the charterer about the laws and regulations which apply. They also point out there are fines up to \$10,000 for non-compliance. If that fails they wait until the boat goes out on a scheduled charter and, accompanied by officials from the state Alcoholic and Beverage Commission, the Coasties nab them in the act, both for operating a charter boat and serving alcoholic beverages without a license.

The final phase is for those boats engaging in "charters of opportunity" and don't keep a regular schedule. McCartin reports that his investigators would call up the charterer and pose as land developers under the name "Hunter Associates". They would say that they had seven potential clients they wanted to take out for a cruise in order to make a sales pitch. "We steered clear of entrapment," says McCartin, "which is creating illegal intent in an otherwise innocent mind." If the person they called said "no", the Coast Guard personnel would not pursue it. If they said "yes", they would send imposters posing as investors and then make the sting once the charter got underway.

The Coast Guard's objective in these operations is to get the suspected violators either into compliance or out of the trade. McCartin adds that he will even go to the mortgage holder on the boat in violation and let them know if an accident occurs during an illegal charter, their mortgage insurance won't cover it. That often brings even more pressure on the violator.

The moral of the story is: play it straight if you're in the charter game. You may think you're getting away with something, but you may also end up paying a stiff penalty for that assumption.

There is some good news to report from the chartering front. The October, 1983 issue of The American Sailing Council's *Mainsheet* newsletter reports that the Coast Guard has acted on two items recently. One allows charter boats to use propane for cooking when certain installation practices are met. The other exempts from the fire retardant resin requirements those boats built to equivalent safety standards. If you want more detailed information, contact Lars Granholm, Engineering Department, National Marine Manufacturers Association, c/o The American Sailing Council, 401 N. Michigan Avenue, Chicago, Illinois 60611 or call (312) 836-4747.



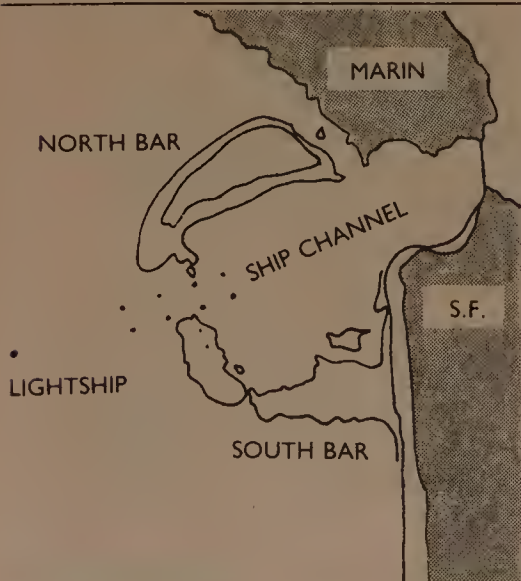
# S.F. BAR PILOTS

For most of us, the Bay and the ocean west of the Golden Gate Bridge are recreational waters, places we go to race or cruise or spend a day fishing. But to the 30 bar pilots who guide commercial shipping in and out of the Golden Gate, this is their office. They see it in all of its moods and at all times of day and night. As a result they have a respect for the power of the forces that can come into play, especially in the 11-mile stretch southwest of the Golden Gate Bridge.

In recent years this patch of ocean, dominated oceanographically by a large horse-shore of silt known as the San Francisco Bar, has proved to be a tough place to work. Greg Waugh, who has been a Bar Pilot for three years, recalls one incident involving a 550-ft long ship heading out the main channel in rough seas. Eight buoys delineate the north and south edges of the channel. Inside these markers there is a 55 foot minimum depth, and the bottom rises sharply on either side. In this particular case, the 10,000 gross ton ship was picked up by a wave and turned 90 degrees off course. The pilot was barely able to keep it from hitting one of the channel buoys and straying outside the deep water.

Last winter the bar was closed down to commercial traffic three times — which means no ships were allowed to traverse the mountainous seas whipped up by fast hitting storms. “They clocked winds of 90 miles an hour during one storm,” says Waugh, a big, genial fellow with a quick laugh. “I don’t care what anyone else says — that’s a hurricane out there!”

Pleasure boats have not been as lucky with the waters off the Golden Gate as the pilots. Two years ago a southeasterly storm hit during the Doublehanded Farallones race, killing four participants and wreaking havoc in the 127-boat fleet. Two other sailors on a



COURTESY GREGG WAUGH



cruising boat also perished during the storm. Last winter a cabin cruiser with several fishermen onboard was caught by a rogue wave and demolished, also with loss of lives. For the bar pilots, these tragedies are particularly frustrating. ‘What are those people doing out there in those conditions?’ they ask themselves. ‘We’re paid to go out, and we only do it in boats and ships designed to handle the ocean in all its fury. To be in those seas with anything less than 200 feet when the bar is breaking . . . that’s insane!’

The San Francisco Bar Pilot Association is one of the oldest continuous businesses in the State of California. It was started by Captain William B. Richardson, a Scotsman who arrived in the Bay by windjammer in the late 1820’s. He became a businessman and one of San Francisco’s early historical figures — he owned a ranch on the land that eventually became Sausalito and Richardson Bay is named after him. In 1835 he offered his services as a seaman to pilot Mexican ships in





An outboard ship in winter seas. The Bar is "breaking".

through the San Francisco Bar. For the next 14 years he continued in that role, adding another ten pilots to form a guild. When California achieved statehood in 1850 one of the first acts passed by the legislature was a harbors and navigation code, which included the San Francisco Bar Pilot's Association.

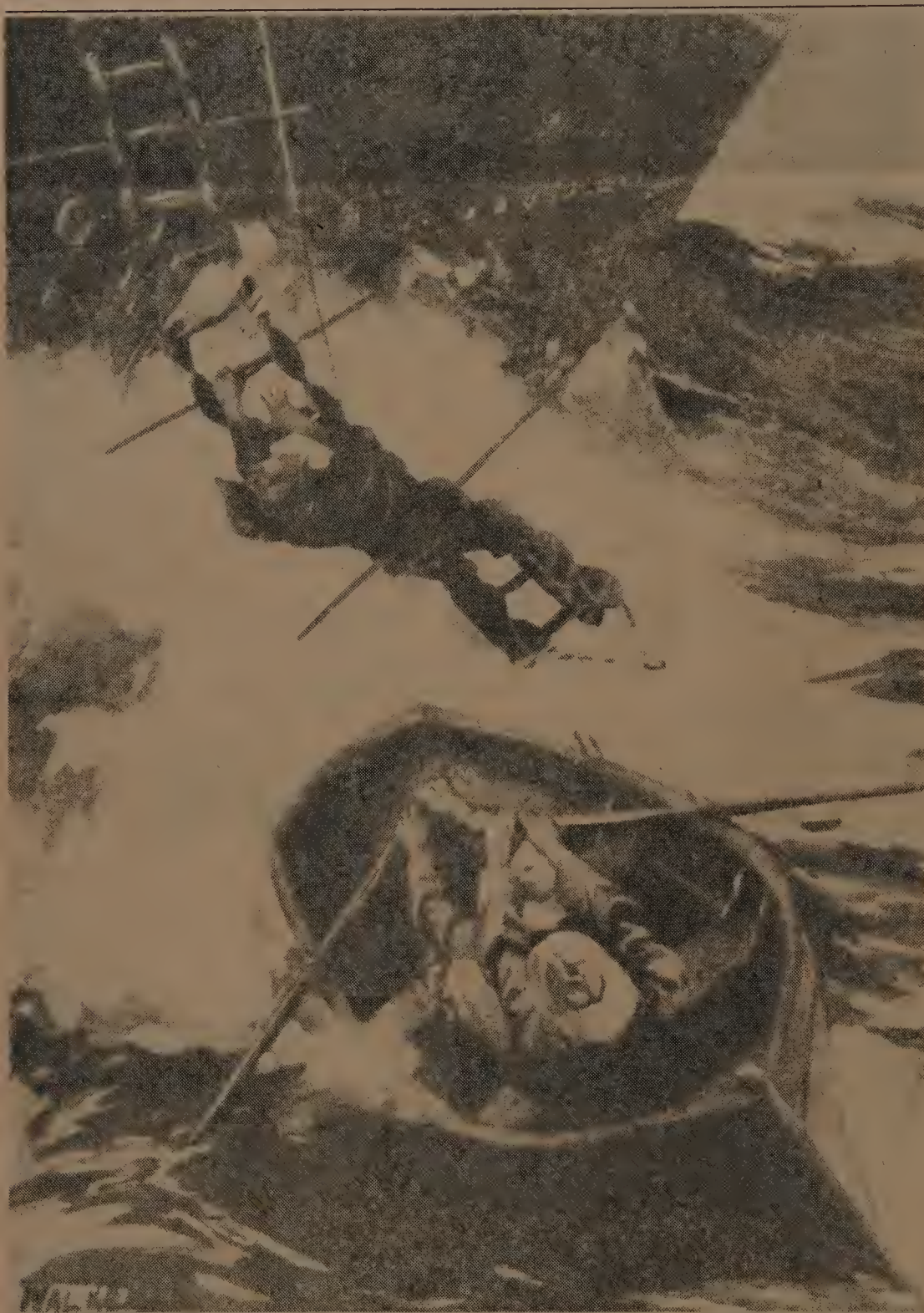
The pilots have always had their offices on San Francisco's waterfront, although in the

past 148 years that location has shifted east as the Bay has been filled in. Their address has moved from Kearny Street to Battery Street, then to California Street, and now on the Embarcadero at Pier 7 above the Waterfront Restaurant. Dozens of pictures of former pilots and ships grace the walls of the carpeted, comfortable quarters, which includes facilities not only for conducting the business of piloting, but also places to eat and sleep. Bar pilots have been known to wait a while for their ship to come in.

The pilots' critical link at sea is their vessel stationed just outside the bar. Until relatively recently these were sailing vessels, such as the 81-ft schooner *America*, which served from 1880 to 1920 and the *California*, a 120-ft Gloucester schooner that raced on the East Coast before coming west and acting as the pilot ship from 1925 to 1973. The first power vessel came into use in 1967, when the 65-ft steel hulled *Drake* went on duty. Currently there are a pair of 85-ft motor vessels, the *California* and the *San Francisco*.



# SAN FRANCISCO



COURTESY GREGG WAUGH

They work a four day on, four day off rotation, with the smaller *Drake* serving as a run boat ferrying pilots in and out of the Golden Gate.

The characteristics most desired in a pilot vessel are its sea-kindliness, according to San Francisco port agent and pilot Captain Arthur Thomas. Those who work aboard have to withstand fair weather and foul, and they want a boat that rides easily in a seaway. Also required are speed and agility, especially in the modern vessels, which are used to come alongside the ships and transfer the pilots to a ladder hung over the side. Before 1967, they used a 14-ft power launch for this job, but the newer power

This turn-of-the-century sketch depicts the hazards of a pilot's job. On November 23, 1983, Captain Donald O'Brien lost his life while debarking a ship.

vessels obviate that practice.

Split second timing is required to make the transition between pilot vessel and ship, and the danger of falling into the sea is always present. A Jacob's ladder hangs on the leeward side of the ship and the skipper of the smaller boat maneuvers as close as he can. The pilot stands on a platform next to the wheel house, timing the rise and fall of the two vessels, looking for the exact moment to jump to the ship. Offloading from a ship is a similar procedure, only the pilot uses a "man rope" which hangs down next

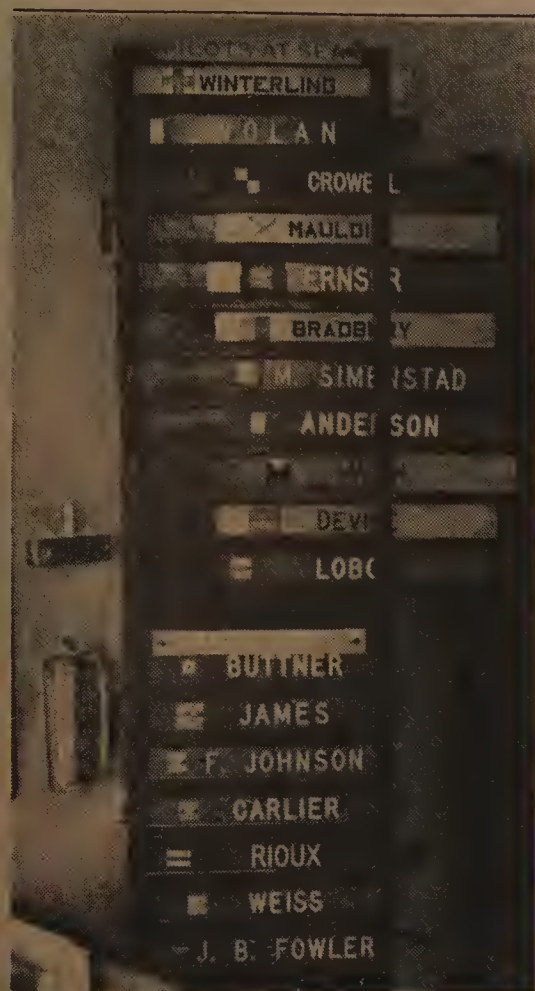
to the ladder. At the moment when the pilot vessel reaches its peak, the pilot swings away from the ship holding the man rope and lands on the platform. Pilots are required to wear a float coat and rescue belt or harness and carry a rescue light whistle during this period, just in case they do end up in the drink.

The art of piloting has its roots in antiquity. The prophet Ezekial mentions their work in the Bible, and both Homer and Virgil wrote accounts of their occupation. The pilotage service for Hull, England, on the Humber River dates back to 1369. In 1541 King Kenry VIII observed one of his royal ships attempting to enter a port without a pilot and he was so upset with the unseamanlike maneuver he ordered it back out to sea until a pilot boarded. He thereafter made pilotage mandatory in his kingdom. Forty years later, Queen Elizabeth I refined the system to include a charter specifying a thorough examination of any master mariner seeking to become a pilot.

In order to become a San Francisco Bar Pilot, one must hold both a Coast Guard master's and pilot's license. Applicants need to memorize the light list, the Coast Pilot and the charts of the area involved. The San Francisco Bar Pilot's jurisdiction extends from the Lightship through the Golden Gate south to Redwood City and north to State Point near Antioch. Most of the pilots are ex-ship masters or tug captains. Gregg Waugh, 41, for example, worked for Crowley's Red Stack tugs for 16 years. Before that he served four years on the Coast Guard and another four with the Sea Scouts. "At 15 I was the skipper of a 75-ft motor yacht," says the graduate of Mill Valley's Tamalpais High School. Like airline pilots, these sea skippers are closely regulated: every year they have to renew their state license, including a physical exam. The Coast Guard license gets renewed every five years.

The pilots are subject to strict requirements for good reason. Each of them makes approximately 233 trips a year in and out the Gate, guiding ships displacing anywhere from 80,000 to 150,000 gross tons. These vessels can measure up to 1,000 feet long, which is longer than the TransAmerica pyramid in downtown San Francisco is high, and up to 175 feet wide. Supertankers can draw as much as 50 feet, which means the margin of error in the ship channel at the Bar is minimal. These ships also "squat" or sink down into the water as their speed increases,





Above, the Pilot Board. After reaching the top, the pilot's name goes to the bottom of the list. Right, Captain Gregg Waugh.

sometimes by as much as 11 feet. This phenomenon also creates problems inside the Bay; sometimes the really big ships will go north of Alcatraz instead of following the inbound traffic lane along the City Front, thereby avoiding the Alcatraz Shoal.

**R**ough weather, especially at the Bar, makes the pilot's job a tricky one. High winds push the ship off course so they have to crab their way out the Gate. Seas build quickly over the shallow Bar, particularly in a southeasterly. This wind, which often accompanies rainy storms, goes against the prevailing northwesterly swell. Add to that an ebb tide also countering the swell and you get steep, confused seas. These are the conditions the pilots fear most, and they recommend pleasure boaters avoid them at all costs.

"The best thing to do if you get caught out there," says Waugh, "is head out to sea. In a southerly there are no real protected shores from Half Moon Bay to Point Reyes. Head out towards the Farallons and stay out of the shipping lanes. Most boats are white hulled and in a sea full of white caps they're very

hard to spot."

Waugh adds that when the tide turns to flood, a boat standing off should come in and take a look at the Bar. If it looks negotiable, he advises staying on the leeward side of the ship channel, just outside the buoys. The seas should be a little calmer there after traveling across the deeper channel section. Being outside the shipping lanes means you don't have to worry about meeting a much larger vessel just when you don't want to. You need to keep a sharp eye out as you head for protection at Land's End, a move that will take you across the traffic lanes.

**O**ne way to get an idea of what's going on is to monitor your radio. Pilots use channel 13 to communicate from one ship to the other and will report where they are and where they are going. This is also the frequency used by the Coast Guard's Vessel Traffic Service (VTS), which monitors all traffic on the Bay and outside the Gate. The pilot vessel also contributes weather information to the National Weather Service every three hours and more frequently during storms. These reports are broadcast on the weather channels.

In addition to breaking seas on the Bar, pilots also have an aversion to close encounters with pleasure vessels. Controlling these behemoth vessels through narrow channels is hard enough without having to worry about running over some guy out day-sailing with his family in his Captain Marvel 29. It takes half a mile to stop a ship traveling at three knots, which is barely enough to keep steerageway. If the pilot calls for a full reverse, he endangers everyone in the engine room if something overheats and explodes. He also runs the risk of running aground, and some of the cargoes on those ships aren't the kind of stuff we want falling into the Bay.

"When a boat disappears under your bow," says Waugh, who was piloting the ship that narrowly missed a yacht racing in this year's Big Boat Series, "it's like watching a kid run in front of your car and disappear under the hood. You hope to hell he makes it out the other side because there's not much you can do when it's that close."

Captain Thomas wishes all boaters would read the Inland Rules of the Road, which he helped rewrite in 1980. It is now a federal law that sailboats and other vessels less than 20 meters long cannot impede commercial traffic in narrow or restricted channels. Once

inside the Golden Gate these rules apply, as they do at the San Francisco Bar. Thomas says you can get a copy of the new rules at chandleries around the Bay or from Crawford Nautical Center at P.O. Box 3656, Rincon Annex, San Francisco 94119.

**A**nother text that might make interesting reading is *How To Avoid Huge Ships, or I Never Met a Ship I Liked*. It's written by Captain John Trimmer, who used to be a pilot with Captain Thomas and now works out of Seattle. In it he explains to recreational boaters what he as a pilot faces and how they can avoid getting into the dangerous situation with a ship. He sheds light on many different topics. For example, to the pilot high above the water on the deck of a ship, boats around him look relatively close, whereas for sailors down on water level, the reverse is true — the ship appears to be farther away than it really is. For \$9.95, this book is worth an evening or two of study. You can find it at George Butler's at 633 Battery Street, San Francisco 94111, or you can order it directly from John Trimmer at 2932-25th West, Seattle, Washington 98199.

Pilots are all for recreational boaters enjoying their sport; many of them are boaters themselves. As professionals they have a healthy respect for the sea, something weekend sailors may or may not possess.



Pilots know wind and sea conditions can change rapidly. Gregg Waugh says the San Francisco Bar can change from calm to a raging sea within a half hour. Most of all they want to be able to do their work without having to worry about endangering anyone's life. "We want everyone out there to be prudent seamen," says Waugh, "not menaces to navigation."

— latitude 38 — suc



# THE '83

After nine years of running their biennial Mexico race 940 miles around Cabo San Lucas and up to La Paz, this year the Long Beach Yacht Club decided to finish the race in Cabo. Judging from the dramatic increase in entries, deleting those last

ALL PHOTOS BY LATITUDE 38/RICHARD  
EXCEPT WHERE NOTED

spots on corrected and elapsed time, in fleet as well as Class A.

Although the winds ran light in the beginning and the end of the race, the middle was just perfect. In breezes that held steady between 25 and 30 knots the A class entries reported bursts of over 20 knots and were averaging 15 and 16 knots for hours on end. The swell was easy and gentle, making for what Southern Californians who've been to Disneyland call an 'E ticket' ride. *Saga's* average for the 805-mile course was just under nine knots.

Many observers had expected *Saga* to win the race because she's more versatile than the St. Francis YC based *Charley*. Both boats were designed to rate 70.0 IOR, the highest rating allowed for the West Coast's most prestigious race, the TransPac. But *Saga* was also designed to balloon to an 82.0 IOR configuration for the Mexican races, for which there is no rating limit. Some of *Saga's* rating increase is due to internal ballast being removed; much of the rest is because of the "Big Bertha" 3/4 ounce chute with extra luff and girth *Saga* carries on an oversized pole.

The owners of *Charley*, Bushnell and Keenan, could easily afford to modify their boat to a higher rating for Mexican races, but Keenan — in this race anyway — was sailing under the principles of L.P.Y.R. or Low Pressure Yacht Racing. Three of the main tenants of the philosophy developed by Keenan himself are: 1. Don't do what the other watch can do; 2. Don't change sails during meals; and, 3. When considering changing sails, wait and see if the wind doesn't change first. Actually *Charley* carried a fine crew led by Steve Taft and Bob Smith that wouldn't know how to let up if they tried, so *Saga's* victory was hardly a hollow one.

Although *Charley's* crew lost on corrected time by some three hours, they did get a little bit of revenge after the race. The Chucky Cheese Learjet was at the San Jose del Cabo airport (Bushnell and Keenan head Pizza Time Theatres, among other enterprises), and some of the crew were taken for a real fast ride. Their first run over the anchorage was at about 300 feet and 350 miles per hour; on a return pass they did a roll right over the fleet. It was pretty hot show, at least until the next day when some sportfisherman decided he wasn't about to be out-



Above, Hunter White at the taco stand. At right, this is as fast as the old boat goes.

136 miles to weather was a popular move. The 1981 race to La Paz had a mediocre fleet of 13 boats; this year's race to Cabo San Lucas featured a strong armada of 35.

Co-skippers Doug Baker, George Writer, and Barry Berkus of the Nelson/Marek 68, *Saga*, made good use of the occasion by smashing the Cabo course record by a convincing 12 hours. The previous record had been established by Monte Livingston's Peterson 50, *Checkmate*, during a stormy 1979 race in which 15 of 21 entries dropped out.

In setting the new record, *Saga* evened the score with the other new ultralight maxi on the West Coast. Joe Keenan's (and Nolan Bushnell's) Holland 68, *Charley*. Back in July *Charley* had won the TransPac showdown by default when *Saga's* rudder came apart just 50 miles from the start.

*Charley* finished 12 hours behind *Saga* on elapsed time to Cabo, half of that coming on the last day according to *Charley's* Chuck Hawley. Together the two new maxi's outshone the entire fleet, taking the top two





# CABO RACE

done. He fired up *his* Learjet and started laying out even more maneuvers over the once quiet Mexican village.

*Saga's* victory in IOR Class A was no gimme, as she had to outdo one of the best Mexican race classes in years. Besides *Charley* there was the old but always tough 62-ft *Ragtime*, three Santa Cruz 50's, the Farr 55 *Whistlewind*, and *Winterhawk*, a gorgeous Farr 68 that raced around the world under the name *Ceramco New Zealand*. Only *Merlin*, lacking a charterer, and some of the other Santa Cruz 50's were missing among the first-to-finish threats.

IOR Class B was a good one, also. *Aleta*, Warren Hancock's much-campaigned Peterson 46 was something of a surprise winner, besting Arnold Nelson's Baltic 42 *Predacious* and Dennis Choate's Choate 48, *Brisa*. John Scripps 79-ft *Miramar* was last in the seven-boat class, but they might have been distracted. Unconfirmed reports had the crew either watching porno flicks in the main cabin or skeet-shooting off the transom during the off-watch. The one thing they weren't was tired; the big ketch carries three watches instead of the normal two.



When the going gets tough, the tough get shopping. Rocky Facho and her 21 bags.

Roger Chittum's Choate 40, *Rodeo Drive*, topped IOR Class C and grabbed third in IOR fleet honors. *Apogee*, Milt and Marty Vogel's Peterson 39 from the host Long Beach YC took second in Class C and fourth



# THE '83

in fleet. Leonard Nadler's Frers 36, *Salsa*, took third in class.

One of the nice things about the Long Beach YC's Mexico races since 1977 is that

The second day out the boat was a mess and everyone felt crummy.



they've always had a PHRF as well as an IOR division. This gives an opportunity for extremely high rating — under IOR — boats like Santa Cruz 40's, Hobie 33's, and Olson 30's a fair shake at winning some trophies. And not only that, it gives PHRF hackers with cruising boats — like ourselves — an opportunity to mix it up in a long distance frolic south of the border.

And frankly we wish the sponsors of the Mazatlan, Puerto Vallarta, Manzanillo, and other Cabo race would take a look and see how well the Long Beach YC has done by the PHRF fleet. In 1981 their La Paz fleet had nine PHRF entries and only four IOR. This year's Cabo fleet had 14 PHRF entries in a fleet of 35. And indeed three of the four Northern California entries in the Cabo race were PHRF 'cruising' boats.

Class A and PHRF fleet honors went to Mike Elias and Dick Daniels and their cruising Soverel 54, *Whistler*, sailing for the host club. But perhaps the outstanding performance of the PHRF group was turned in by *Apparition*, a Santa Cruz 40 sailed by Frank Vaughn of the Windjammers YC, which took second in Class A and second in fleet.

*Apparition* was not only the first PHRF boat to finish, but turned in a better elapsed time than all the entries except *Saga*, *Charley*, *Ragtime*, and *Winterhawk*.

And fast certainly must have been fun on this race. We must confess to no small amount of envy when our 25,000-lb Freya 39 was doing 10's and 12's, pulling the whole damn ocean behind us. It sure would have been nice to shed half that displacement and go gliding over the waves in the teens like the 40's, rather than ploughing through them.

Of course the Santa Cruz 40's aren't bad in light air either. Although we could never confirm the identity, we think it was the slow-starting *Mimi B.* that showed up on the horizon behind us the second day out. In what must have been four knots of wind they rocketed by us during the next 12 hours with a windseeker. We never had a chance with the 40's, and finished the 804-mile course a day and a half behind the first one.

Despite her slow start, the aforementioned

*Mimi B.* came on strong to take third in Class A and the PHRF fleet. Two Hobie 33's, *Magician* and *Breakaway*, took fourth and fifth in Class A but weren't as impressive as we had expected them to be. Perhaps the first 18 hours of beating and reaching into lumpy seas and rain took its toll on the crews of these small boats.

PHRF B was for mild-mannered racer/cruisers, and also featured three of the four Northern California entries in the race; John "Mr. Mexico" Williamson who was doing his 15th Mexico race on his Offshore 47 *Pericus*, and two Freya 39's, Rick Gio's *Gypsy Warrior*, and our *Contrary to Ordinary*.

The Northern California boats would have swept this class had John Larson left his Chance 37, *Dalkai*, back at the dock in Long Beach. But John did enter, sailed a very fine race, and took first in PHRF B by almost two hours. John Williamson was second with

A critical moment in the race. The re-ignition of the stereo.





# CABO RACE



The blooper was fun while it lasted.

*Pericus*, while we on *Contrary to Ordinary* were able to keep our sistership *Gypsy Warrior* a quarter mile off our transom for the last 60 miles to take third by 12 minutes. Both of us Freya 39 owners took no small glee in having put the corrected-time thump to a Cal 40, *Murphy's Law*.

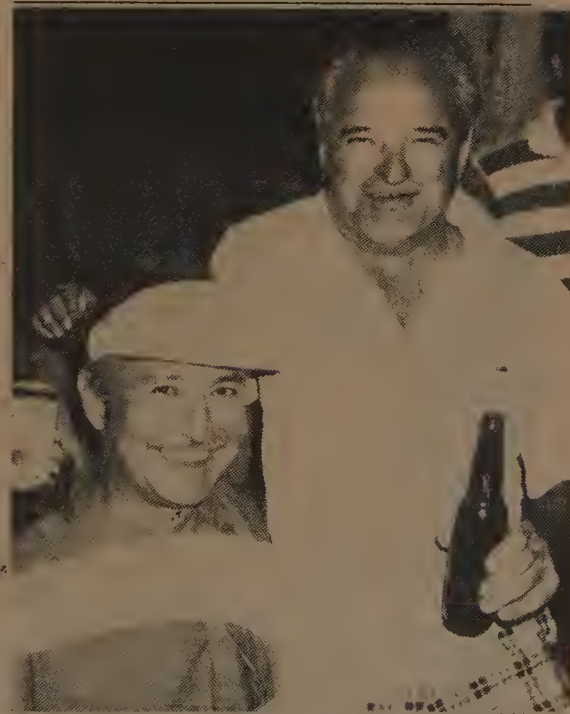
The shortcoming of reading a story about the results of such a race as this, is that you aren't able to develop an appreciation for the experience itself. And for many who sailed the course, it was the experience, not the winning or losing, that made the big investment of time and money so worthwhile. And what a great experience it was, somewhat like cramming one of your more exciting months into a week. In an admittedly futile attempt to help our readers try and get a feel for such a race, we'll briefly bore you with the highlights of our Cabo race.

*The Day Before The Start:* The mad dash to take care of the last 100 details begins when the plane sets down in Long Beach at ten o'clock. Where is "Ish" and his trailer? He finally shows and we get to haul a 45-lb CQR with 600-ft of 3/8" chain, two spools of line, a big Danforth anchor, an

Aries windvane, a boardsailor, and other assorted heavy crap out of the boat and 100 yards up to his trailer. Great fun. Next we cram 21 bags of groceries into the smallest rent-a-car ever made, then cram the same 21 bags of groceries into the galley. We make it, although a little late, to the club for pre-race booze balls and dinner.

Changing from a work mode to sailing mode is like down shifting from 75 mph to 15. Without a clutch. Taking the crew drinking and dancing on the town is the only way we know how to slow the psyche down. Everyone goes except Michael and Patti, who check into a motel to try and knock down Mike's 101 degree temperature. What if Mike and Patti can't go? Another round of drinks please.

*Race Day:* More mad dashing; first to the ice house for regular and dry ice, then to the harbormaster for the usual scolding, and finally to the chandlery for caulking (it's raining) and a Mexican flag (we later find three others on the boat). With no time to return the rental car we give the keys to *Charley's* crew. As we're ready to cast off the alternator belt burns up — give us that car back! Another mad dash, this time to a gas station for five of the closest-sized belts. We make it to the starting line on time, mostly because we thought it was 11 o'clock instead



John Williamson and Jim Lucas of "*Pericus*". They have 28 Mexican races between the two of them.

of noon.

The Mexican tourist representative lied to us the night before; he said we'd have sun all

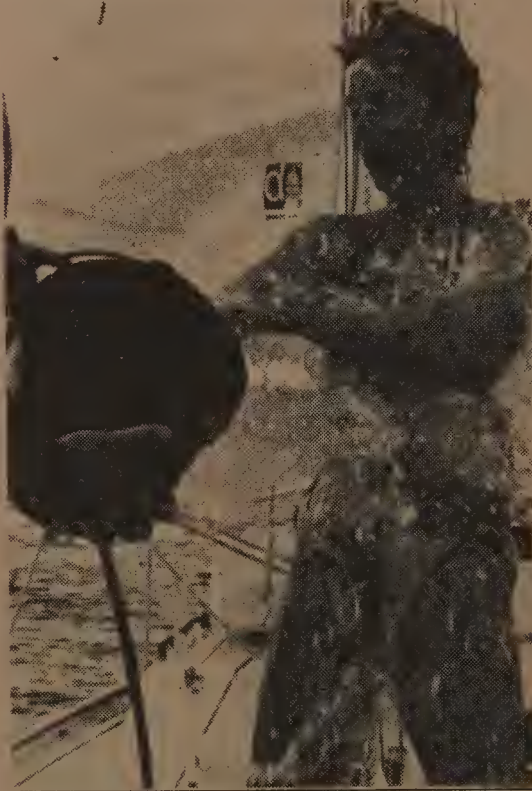




# THE '83



Clean is fast, Michael Lingsch scraping his face on the foredeck.



"Oh that feels so good! Do it again!"

the way down. As the warning gun goes off there's 18 knots of wind on the nose, it's raining, and the sea is lumpy. In a Chinese fire drill we change headsails with just five minutes to go, and nearly get t-boned by a out-of-control port tackler. Nonetheless we get a great start, after which some boats pull on us and we pull on others. That's life.

Roy Cundiff of "Saga" after taking a victory dip in the Solmar pool.



Michael is still carrying a 101 degree temperature, and now Warren, having placed an anti-seasickness patch behind his ear, is destroyed for the next three days. The women, Patti and Rocky, feel fine and are aggressive — what a gas! Hunter feels fine, as do we as long as we're driving. So we drive a lot. It's raining, but it's warm and we don't give a damn anyway. We're away from the dock, which means we can't spend any more money and nobody can call us on the phone. Thank god the dice are cast!

Two big problems develop rather quickly. The first is that everyone's North Gore-Tex foul weather gear — except ours — leaks like a sieve. This includes Rocky's loaner suit while her own is being repaired. Everyone with the Gore-Tex rapidly gets soaked, cold, miserable, and very pissed! For the duration of the trip Gore-Tex becomes a synonym of 'shitty'. The second problem is that the sink valve in the head got left open, and blasting along at hull speed the boat has sucked in more water than she ever has before. We pump the bilge as dry as it will go, but for the next couple of days water keeps pouring out onto the sole from behind the stove and other inaccessible areas. A couple of years ago this would have really bothered us; now it seems kind of humorous.

At dusk we're suddenly becalmed a few miles from Catalina. Twice we almost inadvertently collide with John Williamson's *Pericus*. It's depressing just sitting there. But

not half as depressing as when John yells over that he spent two days in that very spot at the start of the 1971 Puerto Vallarta Race. Please god, not that. An hour later the wind and rain return and we're blasting down a pitch black rhumb line at hull speed. It's so damn warm we have to keep unzipping our foulies to cool off.

**D**ay Two: By dawn the wind and rain have mostly departed, leaving just a gentle swell. The boat's a bloody mess; there's





# CABO RACE

\$498 of food spread all around, and wet clothes — courtesy of Gore-Tex — are everywhere. Warren and Michael are still sick, and none of the rest of us are acclimated to the watches yet. As is the case in any race over 50 miles, we vow to sell the boat as soon as we get to shore.

A few hours later Patti and Rocky whip up an incredible meal, something they'll do for the entire race. It's insanely good and boosts



everyone's morale. The Cabo Diet is for gaining — not losing — weight. After eating we decide things could be worse; we do have the chute up, it's warm, and the weather back home is horrible.

The folks at Northern California Offshore have loaned us a Meridian SatNav, and we've finally begun to believe it rather than our DR. Our antenna set-up is really poor so we only get 'birds' at night, but what fun. Everybody gets off playing with this toy — especially navigator Michael who never pulls out the sextant.

For much of the race there was nothing to do but enjoy yourself; Michael Lingsch and Patti Bódeson.

The Windex's view of the action.





# THE '83



heavy breeze to clear away the remains of the blooper. Nice going Hunter. Hunter comes down to drive, smacks into a quarter wave, and dumps 30 gallons of water on top

of us and all our belongings in the quarter berth. Nice going, Hunter.

By now everyone is acclimatized to the boat's motion, Warren and Michael are much improved. And despite the 25 knots of wind, it's t-shirt or no shirt at all weather. By nightfall the wind drops a little and people start trading life stories, political views, and

Left, driving was so fun, below, that sometimes it was hard to get at the wheel.

*Day Three:* The skies have completely cleared and the wind is steady early. Well before noon we've got the 1½ oz. chute and blooper drawing hard, and sunglasses and sun lotion are essential. The morning position shows that the IOR A boats — which started a day later — are rocketing down on us at an incredible pace. We figure they should overtake us about dusk, and are praying we'll be able to see at least one surf by at full speed. We never see any of them.

By late in the afternoon the wind is blowing 25 and maybe gusting to 30. The boat is overpowered and groaning like crazy. Some of the crew inquire about weird thumping noises; we're glad we're on our boat because the noises are all familiar and don't bother us at all.

It's stupid driving the boat this hard, but we don't have a smaller chute and after a few hours of practice it's kinda gotten to be fun. Besides we haven't broached all day. Then the blooper rips. Everyone helped to repair it, but the repair rips again as soon as it's hoisted. When the whole head of the blooper rips off, we decide to go wing on wing during the night; without a heavy chute for the rest of the race we'd be screwed. With a wung out 110 Patti immediately hits 13 knots, so it isn't that slow.

It's a lovely clear night with nothing to do but steer. It's warm, and all the shipping is easy to see.

*Day Four:* It's basically a repeat of yesterday. We kept the chute up too long yesterday, so we're hesitant and don't put it up early enough today. By afternoon we're hitting 12's, 13's, and even a 14. The tub's going as fast as it ever has. The morning roll call reveals that two boats lost their rudders during the night.

Hunter goes to the top of the mast in the





# CABO RACE

cheap advice. There're been some weird lives lived.

**D**ay Five: The wind has pissed out. Michael drops a lure behind the boat and 15 seconds later — yes 15 seconds — he's hauled in a bonito. Half an hour later it's been

cleaned, cooked, and eaten.

The wind gets lighter, and the sun gets hotter. We personally get stinko drunk, and then take a bath to sober up. The water must

Above, the nights were warm approaching the finish; below, the post race party at the beach of the Solmar Hotel.



be at least 75 degrees.

We're next to last in our fleet, but don't feel too bad about it. If the normal wind prevails we can reach higher — and faster — toward the finish line than our competition. (After the race we learn there's a one knot current near shore).

That night tragedy strikes. Our JVC 'marina blaster' has gone through \$28 worth of batteries and there are no more. Warren ingeniously jury rigs the tape player to the main batteries without blowing up the boat. A stroke of fortune, as we never could have made it all the way to Cabo without the Pretenders.

With the radio back in order life is pretty damn fine. Everybody is getting along very well, the boat is comfortable, the sea smooth, and the moon as big as a watermelon. What more could you ask for? Maybe a little more wind, we suppose, or that Hunter take a bath.

**D**ay Six: It's still calm. In fact we do a couple of 360's. Some boats have already finished and we still have 175 miles to go. Let's see, if we continue at one knot it will take us — oh shit! another week to finish! It's hot out, must be 85 or 90 and nary a whisp of breeze. Some of the crew swim, the rest are too hot to swim. You have to work at keeping enough liquid in your body.

**Day Seven:** Every morning further south the dawns are more beautiful. The pinks, blues, yellows, are unbelievably soft.

If the wind picks up a little, we can finish by late in the evening. The wind does come up, but so does a boat on the horizon behind us. It's moving up on us so fast we figure it's got to be one of the bigger IOR boats. We're horror-stricken when it pulls to within a quarter mile and we discover it's our sister-ship, whom we presumed we had put away





# THE '83 CABO RACE

## 1983 CABO RACE RESULTS

		BOAT	DESIGN	SKIPPER	YACHT CLUB	ELAPSED TIME
IOR A						
1	1	Saga	Nelson/Marek 68	Doug Baker et al	Long Beach YC	3-18-21
2	2	Charley	Holland 67	Joe Keenan	St. Francis YC	4-00-47
3	8	Ragtime	Spencer 62	R. Alexander	Newport Harbor YC	4-09-56
4	11	Winterhawk	Farr 68	Harold Day	Bahia Corinthian YC	4-12-07
5	16	Tribute II	Santa Cruz 50	J. Feuerstein	Del Rey YC	4-20-51
6	18	Whistlewind	Farr 55	Michael Choppin	Long Beach YC	4-23-52
7	19	Elusive	Santa Cruz 50	Reuben Vollmer	King Harbor YC	4-23-25
8	20	Cipango	Santa Cruz 50	Evan McClean	Los Angeles YC	4-23-13
IOR B						
1	5	Aleta	Peterson 46	Warren Hancock	Newport Harbor YC	6-00-24
2	9	Predacious	Peterson 42	Arnold Nelson	Del Rey YC	5-06-13
3	10	Brisa	Choate 48	Dennis Choate	Long Beach YC	6-01-54
4	12	Heatwave	Davidson 44	Dick Pennington	Long Beach YC	5-05-25
5	13	Supernova	Swan 51	S.M. Pauley	Balboa YC	5-03-41
6	14	The Shadow	Soverel 55	Richard Rogers	Los Angeles YC	4-23-30
7	17	Miramar	79-ft Ketch	John Scripps	San Diego YC	5-00-58
IOR C						
1	3	Rodeo Drive	Choate 40	Roger Chittum	Pacific Mariners YC	5-06-09
2	4	Apogee	Peterson 39	Milt/Marty Vogel	Long Beach YC	5-06-15
3	6	Salsa	Frers 36	Leonard Nadler	Del Rey YC	5-08-56
4	7	Decision	Peterson 35	Paul Berger	Del Rey YC	5-12-55
5	15	Tranquility	CF 37	Max Lynn	Santa Barbara YC	5-18-18
DNF		Medicine Man	Peterson 42	Bob Lane	Long Beach YC	Broke Rudder
PHRF A						
1	1	Whistler	Soverel 54	Elias & Daniels	Long Beach YC	4-23-35
2	2	Apparition	Santa Cruz 40	Frank Vaughn	Windjammers YC	4-21-32
3	3	Mimi B	Santa Cruz 40	William Wilson	Los Angeles YC	5-02-51
4	4	Magician	Hobie 33	Mel Willis III	Coronado YC	5-19-23
5	10	Breakaway	Hobie 33	Dennis Hibdon	Cabrillo Beach YC	6-01-01
6	13	Rawhide	Trade Winds 40	Kenney Kuhn	San Luis Obispo YC	6-05-24
DNF		Skana	Islanders 53	Robert Oversier	Nawiliwili YC	Broke Rudder
PHRF B						
1	5	Dalkai	Chance 37	John Larson	Navy YC L.B.	6-03-16
2	6	Pericus	Offshore 47	John Williamson	Lahaina YC	6-06-50
3	7	Contrary to Ordinary	Freya 39	Richard Spindler	Cal Sailing Club	6-09-32
4	8	Gypsy Warrior	Freya 39	Rick Gio	San Rafael YC	6-09-50
5	9	Nereid	45-ft Ketch	Howard O'Daniels	Santa Barbara YC	6-21-27
6	11	Murphy's Law	Cal 40	M.J. Campbell	Long Beach YC	6-06-27
7	12	Cantata	Ericson 38	Brook Gifford	Little Shlps Fleet	6-06-45

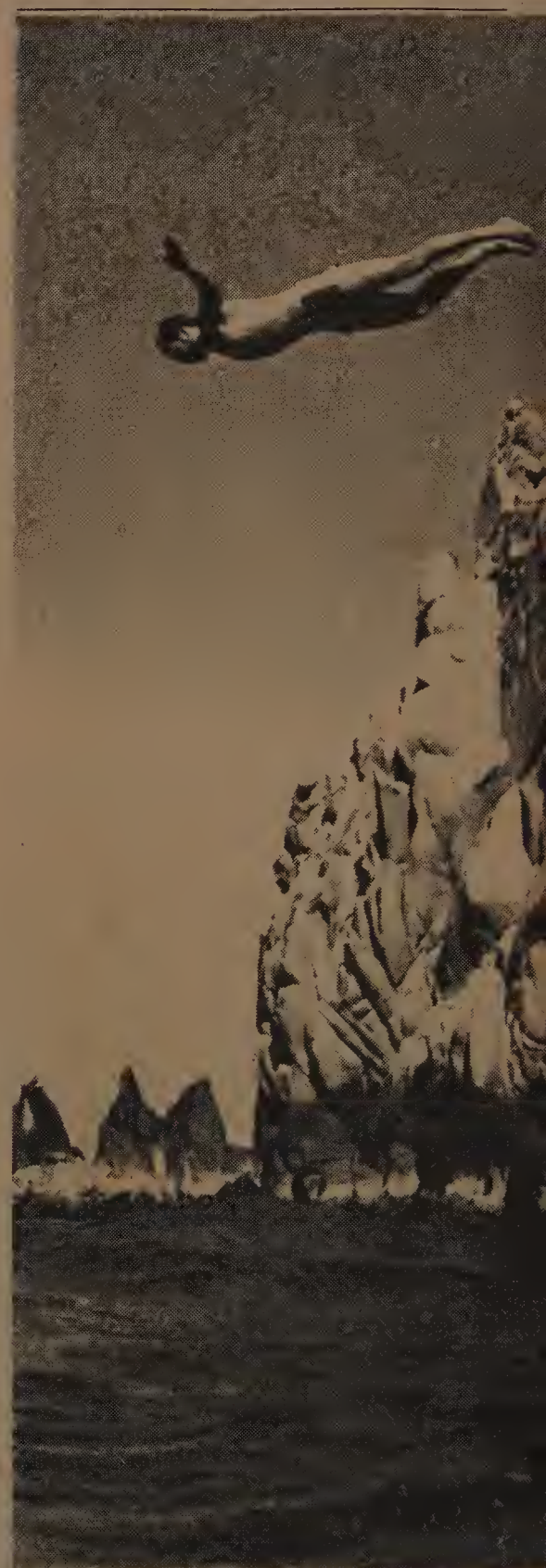
days ago! There's a lump in our stomach that made us feel like we just swallowed a Barient 32. If *Gypsy Warrior* overtakes us, we'll slit our throat.

We're serious about racing now, grim in fact. Concentrating very hard we're able to keep them from gaining any further, but we can't shake them either. This goes on for like 50 miles, and is pretty exhausting. Finally as we're about ten miles from the finish and bearing down on the Cabo Falso light we realize that barring a miracle we've beat the one boat we *have* to beat.

Armed with that confidence, we really begin to enjoy the spectacular Baja scenery

we love so much. A nearly full moon has risen to illuminate not only the glistening sea, but the craggy mountains and cliffs. It's incredibly lovely at night with the full moon and the land smells sweet. And as a special bonus we've got 15 knots of breeze and are spinnaker reaching along wearing just a swimming suit. Let's have another beer and turn up the Pretenders.

The last five miles of the race we've got an uncontrollable grin plastered across our mug. There's probably no way anybody could appreciate the deep satisfaction we feel had they not made the million phone calls, spent all the damn money, invested all



Some skippers take losing a little harder than they ought to.

the energy, and harbored all the fears that went into making the race a reality. And as we approached the finish line off the multi-colored Solmar Hotel, we thought of all the times we'd been genuinely happy in our lives, and knew this was one of them.

— latitude 38



**IF IT COMES IN A CAN, WE  
MAY HAVE WHAT YOU NEED.**

### READ THIS AD:

Our purpose is not to make you want our merchandise.

Our goal is your achievement of your goals.

Our purposes are to have products that really work available in the marketplace, and the survival and expansion of our business.

Our valuable final product is you, using our knowledge and our products to successfully solve the problems that stand between you and your goals.

We handle paints, epoxy adhesives and laminating resins, two-part polysulfide rubber, pour-in-place foam, and antifouling paint.

If your boat is wood, steel, aluminum, fiberglass or ferrocement, we have something you need for a fresh coat of bottom paint, a major resurrection or anything in between.

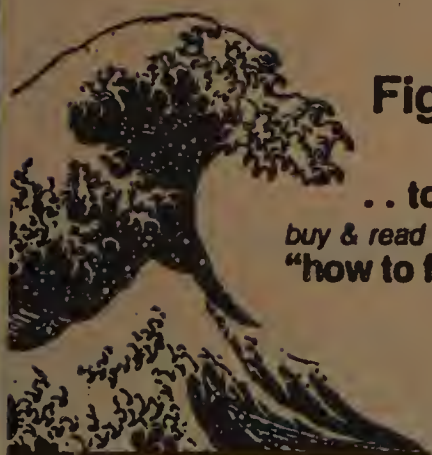
We wrote the books 'How To Fix Your Wooden Boat' and 'How To Finish Your Ferrocement Hull'. For five bucks, either can be yours.

Whether you need knowledge or a can of glop, come to us.

We are the source.

- ★ Epoxy Adhesives
- ★ Clear Penetrating Epoxy Sealer
- ★ Two-Component Polysulfide
- ★ Polyurethane Paint and Foam
- ★ Anti-Fouling Paints

*Custom Formulated Chemicals  
for Today's Problem Solving*



**Fight the sea with  
knowledge  
... to keep the water out.**

*buy & read*

**"how to fix your wooden boat"  
"how to finish your  
ferrocement hull"**

**\$5.00 ea.**

# SMITH & CO.

5100 Channel Avenue

(Foot of So. 51st St., near the bay)

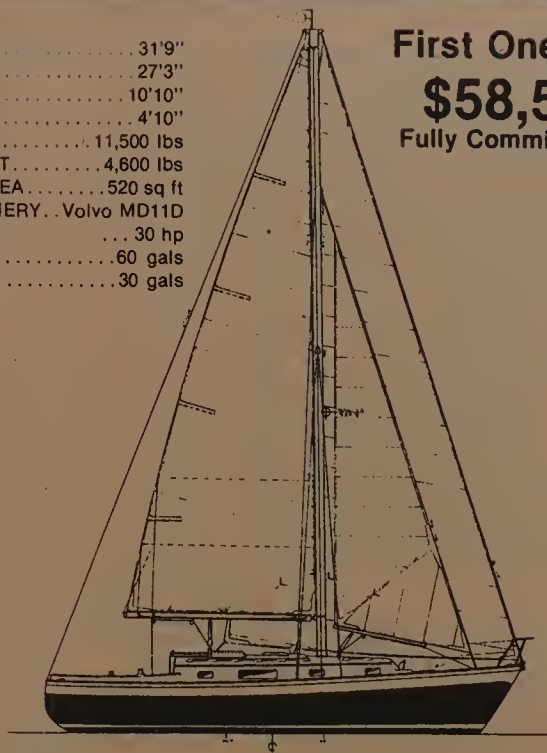
Richmond, CA 94804

(415) 237-6842

# BREWER 32

L.O.A. .... 31'9"  
L.W.L. .... 27'3"  
BEAM .... 10'10"  
DRAFT .... 4'10"  
DISPL. .... 11,500 lbs  
BALLAST .... 4,600 lbs  
SAIL AREA .... 520 sq ft  
MACHINERY... Volvo MD11D  
... 30 hp  
WATER .... 60 gals  
FUEL .... 30 gals

**First One Sold  
\$58,500  
Fully Commissioned**

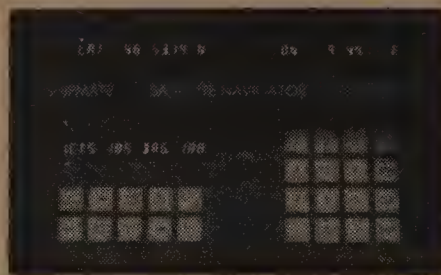


## OCEAN YACHTS

1155 Embarcadero, Oakland, CA 94606

**(415) 465-6060**

## DECEMBER CRUISERS SPECIAL



**SHIPMATE  
Satellite-Navigator  
RS 5000DS  
\$1995.00**

Now the leader in quality Satellite Navigators is priced to where there is no reason to buy a unit of lesser quality.

During the month of December, we are offering *free installation and hookup of unit* when you purchase a Shipmate RS5000DS Satellite-Navigator. You install the antenna (we furnish custom bracket and coax). If you aren't going to be in San Diego until later in the year, we will hold the deal for you with a small deposit and install it for you when you get in town.

Thank you for making our kick-off party a huge success.

**QCR ANCHORS**

**SIMPSON-LAWRENCE WINDLASSES  
25% OFF LIST**

## Pacific Marine Supply



2804 CANON STREET  
SAN DIEGO, CA 92106  
(619) 223-7194



# BERKELEY

Have you ever sailed into Berkeley's "North Sailing Basin"? That's the body of water bounded by the city dump on the west, the freeway and race track parking lot on the east, and a large vacant lot on the south. It's a good bet that you haven't. Between the smell from the dump and the noise from the freeway (not to mention the four- to five-foot depths at low tide), it's no surprise to find that this cove isn't mentioned in any of the cruising guides. But in just a few years, what is now the unchallenged domain of a handful of semi-abandoned yachts and an occasional reclusive liveaboard could be transformed into the focal point of one of the most heavily developed waterfronts on the Bay.

West Berkeley has a long history as a waterfront community. Originally called Ocean View, much of the town's commercial, residential, industrial, and even recreational activity was closely linked to the Bay. It was the kind of small scale mixed land use that characterizes some of the most interesting waterfront towns, and it evolved in a pre-automotive society without benefit of planners, landscape architects, or urban designers.

West Berkeley has  
a long history as a  
waterfront  
community.

First the rail lines, then the East Shore Highway, and finally the freeway put an end to this relationship between West Berkeley and the Bay. The Berkeley Yacht Harbor, built entirely on bay fill, continued the City's maritime tradition in a very much altered form. The Marina reached its 900 berth capacity in 1973 and now includes a 300 room hotel, four restaurants, a boat yard, yacht club, several sailing clubs and schools, and the half-mile long Berkeley Fishing Pier. Currently under development is the "North Waterfront Park", 90 acres of dramatically



The Santa Fe Plan.

contoured land covering the old city dump immediately to the north of the yacht harbor.

As far as most of Berkeley is concerned, the Marina and North Waterfront Park complex is an island. It bears little geographical or cultural relationship to the rest of the town, and although not completely surrounded by water, the land bridge leading out to it consists of a wide expanse of open, undeveloped property.

This property, and virtually all the remaining land, water, and mud in a 2,000—4,000 foot wide strip west of Route 17 between Richmond and the Bay Bridge, is owned by the Santa Fe Land Improvement Company. Clearly, the original intent behind Santa Fe's acquisition was industrial development on bay fill. But the rising public sentiment against bay fill in the fifties led to the formation of groups such as Save The Bay and ultimately BCDC (Bay Conservation and Development Commission), which effectively halted filling of the Bay. Ever since, the fate of Santa Fe's land has been seriously in doubt. In 1970 the company proposed to develop a major regional shopping center (aka Hilltop Mall) on the 73 acre parcel immediately to the east of the yacht harbor, but this was successfully blocked by the newly formed Berkeley Bayfront Council. Santa Fe sued, and the case is still unresolved.

Now, amid a climate of related court decisions in which public trust arguments have had increasing importance, Santa Fe has expressed a new willingness to cooperate with city government. At the same time, the Coastal Conservancy, a state agency charged with funding and implementing public access waterfront projects throughout the state, has turned its attention to the East Bay shoreline. Over two years ago the Coastal Conservancy began a series of workshops, surveys, and studies. The City of



Berkeley began its own series of public workshops earlier this year.

Imagine what these workshops are like: Representatives from groups including People for Open Space, Berkeley Bayfront Council, Sierra Club, and East Bay Regional Parks District, advocate the preservation of the entire shoreline as recreational open space or protected wildlife habitat. Santa Fe



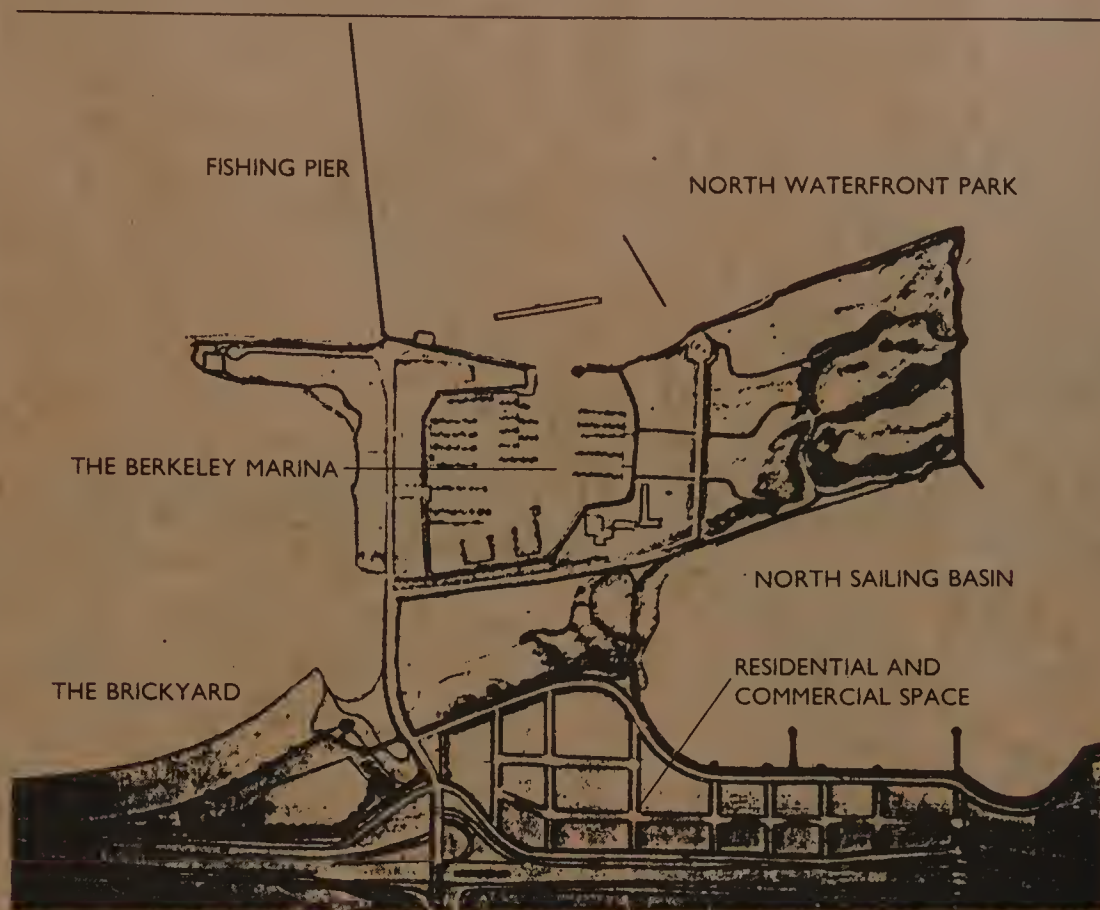
wants to maximize profitable development. A large contingent of architects and planners each bring in their own set of issues, goals, and policies. Add to this the special interests of diverse organizations such as Cal-Trans, the Berkeley Beach Committee, South Berkeley Economic Development Association, and the Cal Sailing Club, among others, and the depth and breadth of the various opinions and arguments expressed at these meetings becomes apparent.

Two major plans have emerged so far, one from Santa Fe and one from the Coastal Conservancy.

## The Santa Fe Plan

Early last month, Santa Fe unveiled its grand design for the waterfront. To characterize it as "intense development" is an understatement. The plan calls for 1500 hotel rooms and three million square feet of office space (downtown Berkeley now has only one and one-half million square feet of office). All the development is to be contained in an L-shaped pattern along the east and south shores of the North Basin, the body of water between the freeway and the North Waterfront Park. The buildings and parking structures could be as high as 100 feet (ten stories).

The plan does contain some important positive elements. Critical tidelands in Emeryville and Albany would be dedicated to public ownership, which would insure their preservation as wildlife habitats. The "Brickyard", a 27-acre filled area south of University Avenue, highly valued by open space and beach advocates, would also become public property. And five acres to



The Coastal Conservancy's "Charrette".

is not necessarily undesirable. BCDC's 100 foot jurisdiction is respected, and considerably widened in some places. The water's edge is green and park-like, with bicycle paths, a scenic waterfront drive, a boardwalk, and even a small boat rental facility. The row of structures between the freeway and the shoreline would have the effect of blocking the sights and sounds of the freeway — which most Marina users agree is cur-

type that serves office users or hotel guests. There is little to distinguish it from San Francisco's Embarcadero, and nothing but the street names to relate it to the rest of Berkeley. Access to North Waterfront Park is hidden behind hotels and office buildings.

Even the public-oriented activity center is somewhat misplaced. Santa Fe's planning consultant has explained that the principle way for non-yacht owners to enjoy the waterfront is as spectators of the Marina activity, or possibly by taking a ferry ride. This philosophy tends to underestimate the importance



Cross view of the Coastal Conservancy Charrette. Highway 17 is the left and the Bay is on the right.

the immediate east of the yacht harbor would be dedicated to a public development corporation, which presumably would go for development of an assortment of public-serving activities.

Santa Fe's treatment of the shoreline itself

rently the area's worst environmental detractor.

The major problem with Santa Fe's plan — aside from its sheer scale — is the almost single-purpose use that it proposes. Any commercial activity along the shoreline of the North Basin would be primarily of the

of small boat sailing. What about windsurfing? Rowboat rentals? Cooperative sailing clubs? It would make far more sense to leave the yacht harbor as it is, and orient the center of new public activity around the North Basin, an ideal location for small boat sailing, rowing, and windsurfing.

But a more basic objection to Santa Fe's plan is that it does not really bring Berkeley





to the waterfront. Without housing, and without the diverse commercial and social services that 24-hour residents would support, the waterfront becomes an office ghetto — jammed with 6,000 cars during the day, deserted and dangerous at night. The open space areas tend to be viewed as the front yards for the hotels and offices, and West Berkeley remains as isolated from its waterfront as ever.

On the other hand, and in all fairness to Santa Fe, their proposal is a starting point for negotiation, and is naturally based on maximizing profit for the landowner. Also, the only economically feasible form of housing on the site would be relatively expensive condominiums, and this may well be politely unpalatable in Berkeley. Santa Fe has expressed a willingness to contribute to housing subsidies, but accurately points out that such subsidies are spent far more effectively in locations other than the waterfront. So housing, considered by some to be the key ingredient for creating a viable waterfront community, has been omitted.

The degree of subdivision is also a problem. Santa Fe intends to retain ownership, acting as “master developer” (the political implications are enormous). Subdivision into many small parcels, with land sales to individual owners, would likely result in much more interesting and varied uses, aside from keeping all the architectural eggs out of one basket.

Sketches above and right, of the proposed Santa Fe Plan . . .

## The Coastal Conservancy's Design Charrette

Meanwhile, back in the public sector, the State Coastal Conservancy had put together a team of architects, landscape architects, and urban planners. Their task was to spend one weekend studying the site, examining the results of the public workshops, and producing a plan. The event was called a “Design Charrette”, an obscure term used by architects which means “workshop/brainstorming session with graphic output”. The result is an interesting alternative to Santa Fe's proposal.

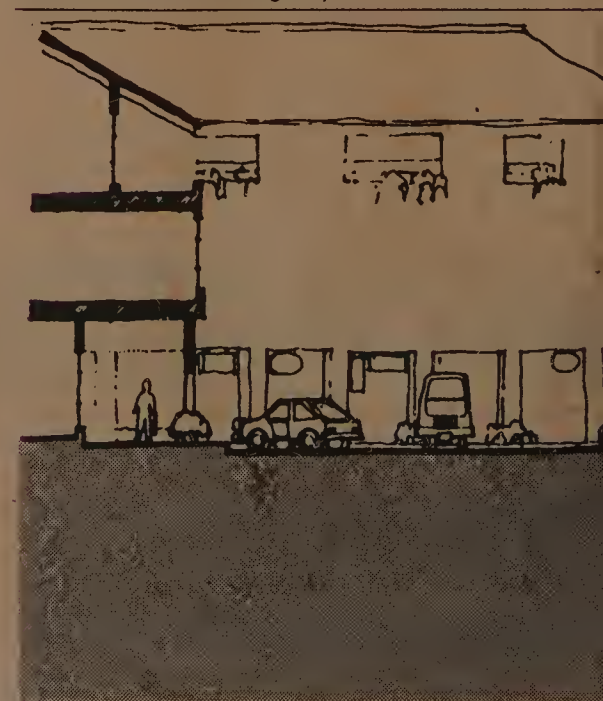
Like the Santa Fe plan, the Design Charrette shows a relatively large percentage of the waterfront lands being developed for private use. But the nature and orientation of the private use is very different. The Charrette team quickly picked up on the concept of the Marina and North Waterfront Park as an “island”, and defined an urban “shoreline” to the east which leaves this feeling intact. They also re-configured the Brickyard into a more natural looking beach, and left a wide open-space corridor from the beach to the North Waterfront Park.

The fundamental difference is in the mix of uses — residential, commercial, office, and hotel — that the Charrette team con-

sidered most desirable. Grappling early on with the difficulties of making an area dominated by private development seem attractive and inviting to public access, they mapped out a very fine mesh of closely spaced local streets. Although there is community sentiment for restricting the shoreline road to pedestrians and bicycles, the Charrette Team's reasoning is that free vehicular circulation is critical to avoid giving the impression to outsiders that the waterfront might be in someone's (or some company's) backyard. Equally critical is the requirement for housing — 1200 units being estimated as the number required to sustain the mix of neighborhood stores and shops that would make the community more than just another tacky tourist trap.

It was also recognized here that the housing would, out of economic necessity, be upper-middle income, and that housing subsidies would be better spent in other parts of town. This presents obvious political difficulties in Berkeley, but the Charrette Team considered housing so important to enliven, enrich, and de-sterilize any waterfront development that they chose to fly in the face of perceived political constraints. One architect, after being questioned by a City Council member about the “exclusive” nature of the housing, explained that he firmly believed the public at large would be better served by a waterfront which had full-time residents, even if all of the residents were wealthy.

Sketch of the Coastal Conservancy Plan near the Gilman Street exit on Highway 17.







(Houseboats had been suggested as a possible lower-middle income housing alternative, and the idea actually received favorable response at public workshops and on surveys. But then there's BCDC to contend with . . .).

Like Santa Fe's proposal, the Coastal Conservancy Charrette plans include a conference center and major hotel development. One of the hotels, however, is located south of University Avenue on the east half of the Brickyard/beach area. This is to take advantage of the buffering effects of struc-

... but why isn't anyone wearing a down jacket?

ture. By blocking the visual and sound impact of the freeway, the quality of the beach could be vastly improved — provided the access details are handled in a way which makes it clear to the public that the beach does not "belong" to the hotel. The hotel (which is not necessarily a conventional hotel — other visitor-serving facilities might be feasible) would be limited to about two stories in height. The developer, in return for

being permitted to use this prime site, would contribute the funds necessary to construct the public beach.

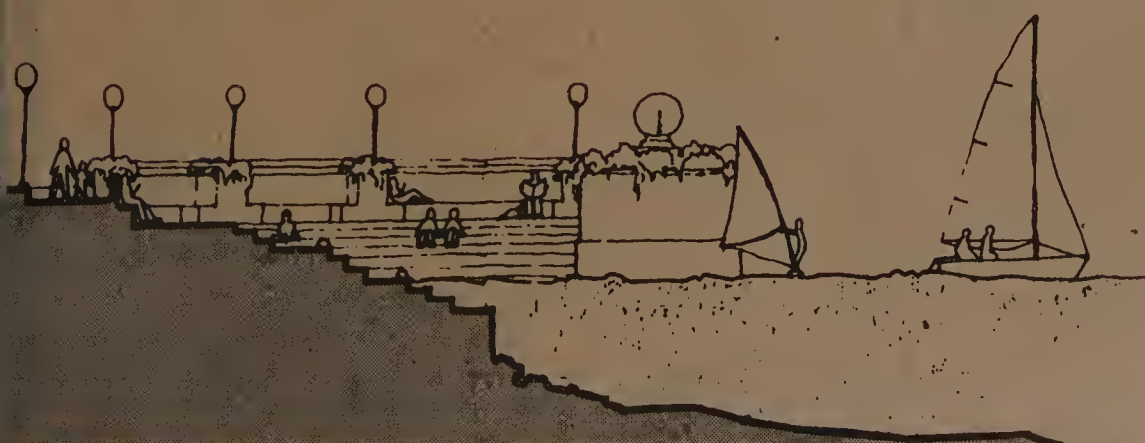
Building heights throughout the area would be far more modest under the Charrette plan: Two to three stories for the residential/commercial area along the North Basin, three to four stories for the office structures along the freeway, and a maximum of five to six stories at the Gilman Street entrance.

Images of certain European waterfronts had an influence on the Charrette Team, and could have been the source of much of their enthusiasm for bringing the "urban edge" right up to the water. Searching for a characterization more relevant to the Bay area, they suggested that the new waterfront be described as "Sausalito-like", but this was rejected as being a little too un-Berkeley. "A cross between the Sausalito waterfront and

Somehow they lost sight of the real open space resource, which is not the land, but the water.

the Berkeley Fishing Pier" was how one participant finally described it.

Both Santa Fe's proposal and the Design Charrette plan are somewhat deficient in that they fail to recognize the full potential of the North Basin (now referred to by some people as "Ocean View Cove") for small boat sailing and especially windsurfing. Considering the explosive growth of windsurfing, and the scarcity of sites which combine a large protected area (with steady wind) for beginners of the Bay for the experts, it is likely that this cove will become one of the Bay Area's most popular launching spots. Sailboard and small boat shops, schools,





# BERKELEY PLAN

rental facilities, and clubs, however, will never be as economically attractive as the more lucrative private developments with which they must compete for shoreline space, unless land is set aside specifically to support these activities.

Still to be reckoned with are the open space advocates who are adamantly opposed to the scale of development suggested by the Coastal Conservancy Charter. Santa Fe's plan, of course, is considered even more outrageous. They maintain that as much of the property should be preserved for open space as possible, and any development that does not directly serve recreational or cultural purposes is at best a concession to economic realities. The social benefits of open space in close proximity to other uses seems to go unrecognized.

Interestingly, much of this sentiment comes from people who are not active users of the waterfront. Many of the most outspoken open space advocates are the same people who created Save San Francisco Bay and the Berkeley Bayfront Council — the people who stopped the Bay from being

filled, and prevented Hilltop Mall from going in right next to the Marina. They deserve a great deal of credit and respect for these crusades. Somehow over the years, it seems, they lost sight of the fact that the real open space resource is not the land, but the water. The sailors and windsurfers, on the other hand, tend to align themselves more or less with the pro-development side, in recognition of the fact that many types of private uses of waterfront land have the end result of increasing public use of the waterfront. Could this be because the open space that's most important to the active users — the water surface — is not at all threatened by



commercial activity on shore?

Of course there are many exceptions to such a broad generalization about who favors what. But the correlation is there. People who most frequently experience the waterfront as the view from a car or bus window see it very differently from those of us who are out on the water looking back at the cars and trucks on the freeway.

Over the next few months, the City of Berkeley will be formulating the framework within which the waterfront plan will be constructed. The potential exists to create an urban waterfront with incredible social and economic value. From the offshore perspective, this requires the integration of private and public uses, of open space and developed space, in a way that supports active use of the Bay for the largest number of people. If this perspective is well represented, we can look forward to the Berkeley waterfront becoming one of the highlights of the Bay's shoreline.

— paul kamen

## SAN FRANCISCO YACHT SERVICE

### DOCKSIDE MAINTENANCE & REPAIR

Heads • Plumbing • Electrical • Engines

#### Products Serviced:

Mansfield, Raritan, Electro/San,  
Monogram, W/C, Groco, Japsco, Par,  
Onan, Kohler, Perkins, Universal,  
GMC, etc., etc.

**CALL 333-6835**



## windjammer sails

### C & G MARINE

**BEFORE YOU DECIDE  
YOU CAN'T AFFORD THAT NEW SAIL ...  
CHECK THE PRICES BELOW!**

	150% Genoa	Radial R&R (Cruis'g Spin)
Catalina 22.....	\$248.00	\$322.00
Coronado 25.....	337.00	415.00
Catalina 27.....	484.00	464.00
Cal 2-29.....	552.00	535.00
Catalina 30.....	558.00	592.00
Islander 36.....	845.00	775.00

*We Offer Comparable Low Prices On Fine, Imported Sails  
For Your Boat. Call Or Write For A Quotation.*

— SAIL REPAIRS AND COVERS —

### C & G MARINE

318 N. Harbor Dr.  
Redondo Beach, CA 90277  
(213) 372-9836

804 Kennedy St.  
Oakland, CA 94606  
(415) 533-6980

P.O. Box 6686  
San Diego, CA 92107  
(619) 226-2131



## HIGH TECH FOR YOUR BOAT



Zip a SWANTECH TUBE around your  
dock or anchor line and you lock in place

a high technology chafe protection of pure Teflon-TFE, the DuPont  
plastic with incredibly low friction and wear characteristics, totally  
immune to sun, water, and salt, your 12 inch SWANTECH TUBE  
could outlast your boat while giving it maximum protection.  
Instructions and an article on chafing technology are provided.

3/8 line.....order ST-3 \$11.95 ea Postpaid  
1/2 & 5/8 line.....order ST-5 \$15.75 ea Postpaid  
Larger sizes, lengths available on special order.

Send check or money order:

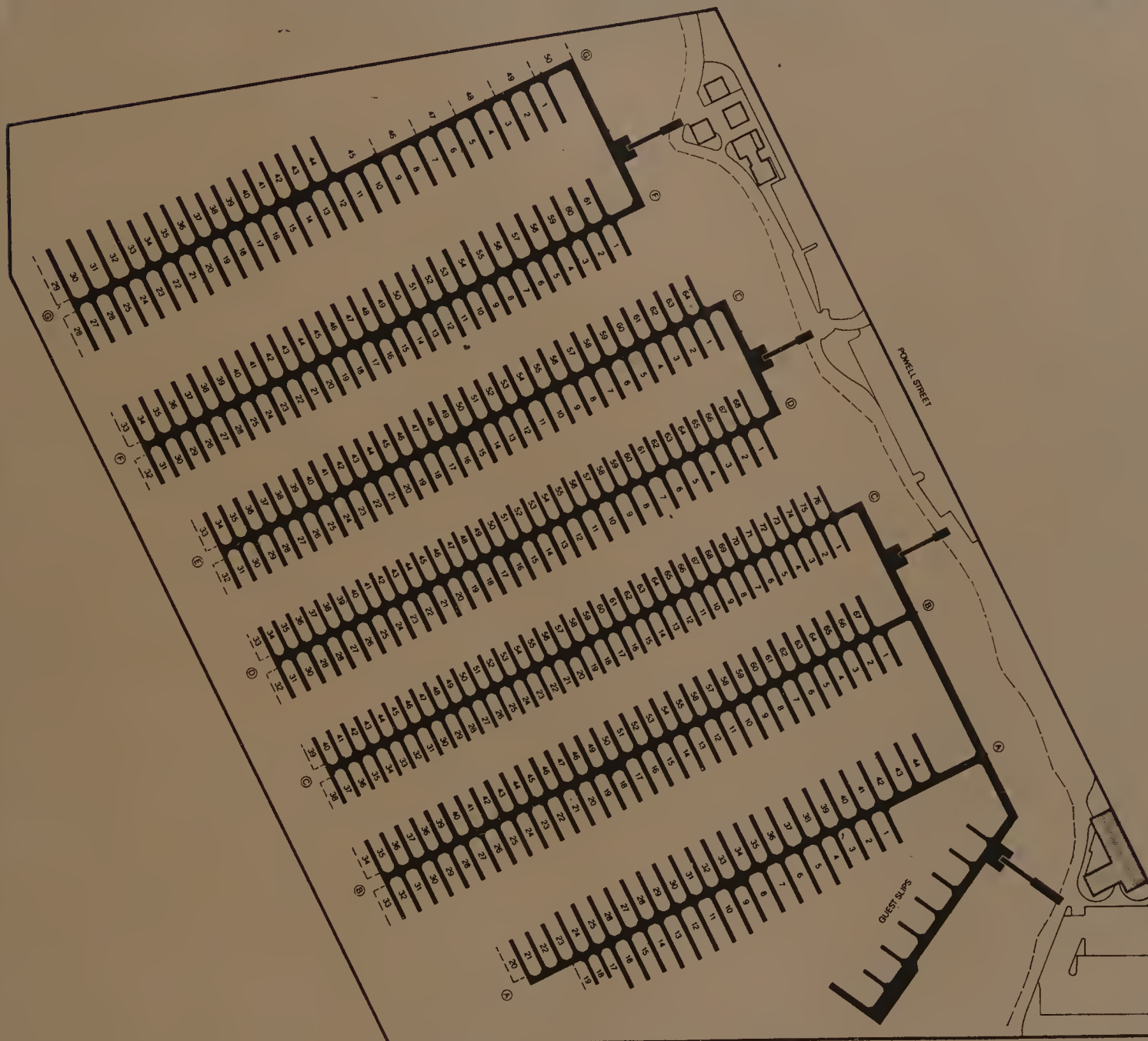
sorry, no credit card, C.O.D. or foreign orders.

SWANTECH

P.O. BOX 390245, Mountain View, CA 94039



**we just did it better!\***  
*better facilities • better tax advantages • better location*  
**so now you can own your own slip.**



*\*don't just take our word for it, come see for yourself and learn about the excellent tax benefits for 1983.*

## **Emery Cove Marina**

3300 Powell Street, Emeryville, CA 94608 (415) 428-0505

DIRECTIONS: Take Highway 17 one mile north of the Bay Bridge to Powell Street exit. Turn west on Powell and continue to first turn after Trader Vics.



# Thank You, *Latitude 38*



**Sausalito Cruising Club**  
**Hotline — (415) 332-9349**



# THE WIZARD OF OZMA

The first thing that people notice about *Ozma* is her size, but it's the color that gives her a distinction — masts, deck, and trim all the shade of pistachio ice cream. "She's emerald green," Spike Newman says of his 64-ft dream boat, for *Ozma* is named after the princess of the emerald city in the land of Oz.

Fluorescent bulbs behind the large opaque name plate illuminate the name in the dark. People stop to look wherever *Ozma* is, and become more curious when they see smoke curling out from her main and mizzen masts. "If we had collected ten cents from every person who wandered up and came aboard for a tour, we could have paid for a full year of maintenance," Spike jokes.

Tied up next to the 135-ft *Panda* at Sanford-Wood Boatyard in Richmond, *Ozma's* mass is not dwarfed. She weighs a hefty 100,000 pounds. Spike, who with his wife Elise, just returned from a four month cruise in British Columbia, wanted his dream boat to be "seakindly, comfortable, and safe, being able to withstand the most severe punishment." He wasn't worried about extra weight and even used heavier than normal shrouds and stays for additional support. Safety was Spike's main concern and with this reasoning he designed *Ozma* with six watertight compartments, each with a bilge pump.

*Ozma* is fully equipped, a luxury home on the water. It has everything and anything, with no apparent compromises having been made. There is a cassette player and an 8-track for the stereo system. Spike and Elise enjoy listening to Liberace.

Elise makes her special oatmeal spice cookies in a galley that has every convenience of home — a double sink, kerosene range, 19 cubic foot refrigerator (with two back up systems in case of power failure), 17 cubic foot freezer, and dining table that extends to seat ten. A hot water base board heater is thermostatically controlled in each of the compartments. The main and mizzen masts are insulated and act as chimneys — the main from the heating and galley, the mizzen for the engine exhaust.

There's a washer and dryer aboard and also a sewing machine transported from home, used for canvas work. Elise stitched all the mattress covers and upholstery on the boat. Three file cabinet drawers extend from behind the seats near the Nav station to the outside hull and contain clippings, technical and cruising information, and maps. At least a years' worth of provisions are stored be-



LATITUDE 38/JOANNE

low, canned and vacuum packed. A tall broom closet is there for the dust pan and broom, if Spike and Elise choose not to use the built-in vacuum system, an industrial type with four outlets.

There's one head in the fo'c'sle, two more aft that have showers, linen closets, and a full length mirror. The bathroom off the master bedroom has a marbled sink and tile that Spike layed. A switch to turn on the heat is arms length from the double bed and there's a full length closet for Elise. *Ozma* sleeps nine and each berth has its own reading light.

*Ozma* has 2,000 gallons of fuel onboard which Spike estimates is 4,000 miles worth, and there are 15,000 gallons of water in four water tanks. The engine room is large — four people can stand in it with easy access to the five-foot high tool chest.

The boat has been set up so Spike and Elise can doublehand her. For their cruise to British Columbia they recruited Pat Patrick

One man's 64-ft, 100,000 pound dream boat with luff furling sails, double bed, base board heating and a washer and dryer.

from the *Latitude 38* Crew List to sail with them on part of the trip. All the sheets are hand-led from the cockpit, and sails are luff furling.

*Ozma* was a dream in Spike's mind for 30 years, a composite of 50 different boats and ideas from marine architect Stan Huntingford from West Vancouver, Canada. Spike was born in British Columbia and came to the Bay in 1930 where he was active in the Berkeley Sea Scouts. Sprouting up to his six-foot height within a year and a half, and weighing less than 100 pounds prompted the nickname Spike, which has stuck with him. Knowing what it's like being tall in cabins with little headroom, Spike built *Ozma* with especially high ceilings.

Spike and Elise met at a singles dance in





LATITUDE 38/JOANNE

1960. Part of the agreement before they married was the plan for a large cruising boat. They thought the project would take six years to complete; instead it took twice the time.

"My original idea was to have a boat I could take myself and my family to the out of the way places of the world to study the people, their habits, and their habitats," Spike says. He wanted to lecture and write about his findings and observations, but felt that at 60, he was starting too late. "Too many people had gone into that field before me," says Spike, who spent 20 years as a professional photographer before switching careers to engineering, working until his retirement six years ago.

The twelve-year project team began when Spike was 60; the lofting started at the Laney College campus in Oakland where he worked. A yellowed newspaper clipping on

This is "Ozma's" galley, not the Newman's kitchen at home. Right, "Ozma" on a close reach.

one cabin wall reflects Spike's views about his boat and all the work that went into it. It asserts that not all big yacht owners are members of the 'idle rich' — many sacrifice comfort and financial security. "We gave up steak dinners and not being drinkers, didn't spend money on alcohol," remembers Spike. "We kept our nose to the grindstone, working full time at our jobs and then full-time on the boat."

"Elise drove one nail for every one I drove," says Spike. The only thing they didn't do themselves was the plastering for which they brought in a crew to complete the job in 24 hours.

**S**pike, who calls himself an 'old salt',

read every book he could find on the subject of boats and sailing, among those Captain Warwick Tompkins *50 South and 50 South* and *Ten Thousand Leagues Over the Sea*, by William A. Robinson, a man Spike greatly admires.

He copied the twin centerboards from Irving Johnson's 50-ft *Yankee*, raised and retracted by hydraulics. Three layers of chicken wire inside the hull and two layers outside are bound together by 80,000 ties every four inches, with over 120,000 welds on the boat. Gungeons are bolted on. "We could hang the boat up if we had to," Spike says.

All the through-hull fittings were in before the boat was plastered, with stainless steel sleeves for all the bolts so no rods had to be cut afterwards and the cement could remain intact. Two hundred sacks of cement and 20 tons of high grade sand from Santa Cruz were used to finish the hull.

Windows and port holes are cast bronze that the Newman's made themselves, designing most of the patterns during rainy weather in their basement workshop of their Kensington home. In better weather the ballast for the keel was placed — 6,600 pounds of cast iron balls left over from the cement mills when they were used in the crushing of the lime clinkers in making cement. Spike carried the balls up the stairs





# THE WIZARD OF OZMA

and down the ladder into the hull, approximately 40 to 50 pounds at a time.

The engine, weighing 1,500 pounds, was dropped in by crane, a project Spike and Elise did alone. In May of 1977, *Ozma* was put in the Bay and motored to Richmond. Spike says they were the instigator of turning Sanford-Wood into a boatyard.

A few months later, masts were stepped and standing rigging completed at Famet Marine in Pete's Harbor, Redwood City. *Ozma* was finally ready to sail, after over a decade of work.

Two summers ago Spike and Elise, with two sons as crew members, attempted a trip to British Columbia, but were caught in a storm off Cape Mendocino and had to turn around. "It was blowing 60 knots for over 12 hours and we were making 10 knots with the small storm staysail on the forestay with the aft centerboard down to keep the boat from broaching," Spike recalls. "It behaved very, very well. We had 25-ft waves, as high as the mizzen spreaders." *Ozma* proved her designer's intention: to be a sea kindly, sturdy boat.

Eight months ago *Ozma* made her way to Victoria and spent four months exploring over 1700 miles of inland waterways between Victoria and Vancouver. They tra-



Elise and Spike caught the net off Point Arena with "Ozma's" propeller.

velled the Toba, Butte and Princess Louisa inlets and many others, at one time seeing 15 waterfalls from the boat. The inlets run as deep at 400 fathoms, making anchoring difficult.

"In one place on Razza Island there is a cove where we put the bow of the boat up to a rock, stepped ashore, and put a bowline around a tree, took a stern line over the opposite side of the bay and fastened it to a rock on the shore," Spike says. They slept secure that night. "We were snug," he smiles. "But there was only enough room for one boat."

People as a rule don't travel by night in the inlets because of debris the currents bring down, such as uprooted trees. There are no navigational aids except in the well travelled channels.

There are no roads or supplies, and the only transportation is by seaplane or boat. "You have to watch all the time for floating logs," Spike cautions. "Detailed charts are a necessity."

They hope others won't have as much rain as they did. "Desolation Sound in the 'Sunshine Belt' of British Columbia has waters that get fairly warm and is a popular place, but venture up to the upper reaches of the inlets," the Newmans advise. "That's where the beauty is, with the sheer high mountains of eight to ten thousand feet, the

snow clad peaks and the glaciers and snow fields that feed all the waterfalls."

They picked oysters right off the beach, and found an abundance of salmon and crab. Seals, beavers and "loads of bald eagles" were among the wildlife they observed. Spike took pictures of the same places he had shot in 1947. Comparing them, not much, if anything, has changed during the almost 40 year period.

The Newman's are living on the boat in Richmond, making a few additions and alterations, and also working on their home in Kensington. They have trips planned that will keep them "going for 50 years", but the boat hasn't been out of the water for two years and is due for a bottom paint job. They have no departure date set, but plans point to the Panama Canal, Yukatan Peninsula, Florida and up the Irish Sea and Norway. Spike says he'd also love to go to Japan's Inland Sea.

Spike feels *Ozma* is fast for her weight; they've logged 12 knots with 35 knot apparent winds. "She's sturdy, seakindly, roomy, and extremely stable," he says of the boat that was once just a dream. "She's certainly lived up to her expectations."

— latitude 38 — joanne

COURTESY SPIKE NEWMAN

LAITIDE 38 JOANNE



# SPEED

Fred Haywood, 34, used to dream of setting a world record back in the late 1960's when he swam for Stanford and the Santa Clara Swim Club. He held a spot on the same relay team with Mark Spitz and Don Schollander, two Olympic gold medalists. Fred himself was at one point the national backstroke champion. He certainly was in the world record league, but his goal eluded him. On October 12th, 1983, however, the big blonde from Hawaii changed all that. Riding a custom sailboard with a unique winged mast and fully battened sail he set a new speed record of 28.61 knots at the Weymouth Speed Sailing Week in England.

Fred, who was accompanied by his sailmaker and San Francisco native Barry Spanier on the trip, didn't stop there. He broke the 30-knot barrier later that same day over the 3/10 mile course in Portland Harbor. Two days later in 35 knot winds he hit a new high of 30.82 knots — over 35 mph! How did it feel to be the fastest sailor in the division with less than ten square meters of sail? "It was a lot easier than driving a car down the wrong side of the road!" said Fred.

Fred and Barry stopped over in San Francisco on their return to Maui, where both now live. They were both obviously stoked on the record. Fred has been boardsailing since 1979, but only speed sailing for the last six months. He spends much of his time riding the surf in Maui, where the trade

18 1/2" wide and weighed only ten pounds! (A stock Windsurfer board weighs about 40 pounds).

Barry Spanier was born and raised in San Francisco and sailed a variety of boats on the Bay. He learned sailmaking with Hank Jotz when the latter had his loft on Illinois Street near China Basin. Barry crewed for Hank at the 505 Worlds. About the time Fred was trying to swim his way to fame, Barry was building a 40-ft Atkins cruising boat, which he named the *Seminole*, a sistership to Peter Minkwitz's *China Rose*. When the boat was completed Barry sailed off to Mexico, Hawaii and the South Pacific for two-and-a-half years. He wrecked *Seminole* in New Zealand and eventually ended up in Hawaii.

In 1979 Barry set up a loft on Maui, handling cruising sails and sails for charter boats. Being the only sailmaker on the island, he started getting visits from the boardsailors including Mike Waltze, a world champion and expert wave rider. Pretty soon he was making wave sails — high aspect, short boomed jobs with extra roach at the top that go by the name "fatheads". One thing led to another

Below, Fred, left, and Barry, right. Right, Fred does his thing at Weymouth.



fiber foil that replaces the conventional round spar used by boardsailors for the past 14 years. Designed and developed by Dimitrije Milovich, a Dutch-born American from Salt Lake City, The Wing offers many advantages over the conventional mast. It's stiff fore and aft, so sails can be cut to the exact shape desired and won't suffer varying leech and foot tensions as the wind changes. The Wing, which acts as the leading edge to the sail, can be rotated to keep the draft forward which helps prevent the board from rounding up in heavy air. Also, the rigid rig allows a trapeze wire to be strung near the top of the mast. The sailor hooks into this wire for added leverage and better control of the sail and mast.



winds make for endless hours of wave jumping and surf sailing. Fred's business is his pleasure, too; he's vice president of Sailboards Maui, Inc., a custom board company. The board he used to set the record was one of his company's. Made of Clark foam and fiberglass, it was 8'10" long,

and he began designing sails, too, first for Hi Fly and now Neil Pryde International of Hong Kong.

The notion to go after the world speed record came to Fred and Barry six months ago. Part of their plan was to use a new mast, "The Wing", a foam-filled, carbon

Getting the equipment ready for the European trip was a fire drill, and Fred and Barry are quick to point out it was the combined effort of about 60 people that made it all possible. They got the first Wing on September 1st and had to build 24 sails by September 19th, the day they left for Brest, France. That's where the September 24 to





sailor lies in the water and uses the sail to lift himself up and going — he clocked an unofficial 28.5 knots. (For an official run, the contestants started at or near full speed).

Fred feels the wing rig is still in the development stages and with modifications can achieve 35 knots or more. He'd like to come back next year and go for another record and also top 60 kilometers per hour (32.28 knots or 37.27 mph). Anyone who breaks this latter barrier wins a 10,000 pound cash prize offered by whiskey distiller

Breaking the world  
record was easier  
than driving  
down the wrong  
side of the road!

Johnnie Walker.

The fastest speed ever recorded by a sailing vessel is 36 knots, which Englishman Tim Coleman achieved in his catamaran *Crossbow* in 1980. Fred likes to point out that his board, sail and mast cost about \$2,500, which is one percent of the cost of *Crossbow*. He feels he can top the bigger boat's record and for a lot less money too.

Barry also feels the Wing is a significant breakthrough in boardsailing. Filled with foam, it floats and is easier to lift out of the water. Its greater efficiency, estimated by Milovich, a land yacht and ice boat sailor, to be 10 to 20 percent, allows the use of smaller sails. Higher lift to drag ratios can also be achieved, which means more flying time for wave jumpers. "I predict you'll be seeing people taking off on one wave and landing on the back of the following wave," he says.

Before all that, though Fred and Barry had a luau to go to back home in Maui. "We told them to get ready to party," said the happy duo. "It's not every day you set a world record!"

— latitude 38 — svc

October 4 Speedweek took place. Light winds were a major problem. Five entrants had the Wing mast, all boardsailing stars such as Klaus Simmer, former world record holder Pascal Maka and Ken Winner. And Fred, of course.

When the action shifted over to Weymouth, the winds cooperated. Some vicious weather fronts came through during the contest, which had over 100 entries. Fred went

in as a darkhorse, but after he set the first record he had the confidence he could go even faster in more wind. "The forecasters were calling it 'Black Wednesday' the day before we set the final record," recalls Barry. "We were jumping up and down in excitement!" One day it even blew 50 knots, but the officials closed down the course after their committee boat capsized. Fred went out anyway and from a water start — where the

PATRICK ROACH



## Espar takes the chill out of cold weather boating

**espar**



Diesel Heaters can make your cabin a cozy and dry retreat from those harsh yachting elements. On the move or tucked in at the marina — your Espar central heating system will make all the difference to your valuable time afloat.



### EDINGER MARINE SERVICE

MARGAS MANUFACTURING

Sales and Custom Installation

399 Harbor Dr., Sausalito, California 94965

(415) 332-3780

Refrigeration • Electrical • Corrosion Control

## United States Naval Sea Cadet Corps

Tax Deductible Donations



**YOUR DONATION OR BARGAIN SALE  
OF BOAT, AUTO, AIRPLANE  
OR REAL PROPERTY**

Will enable us to continue our valuable programs. Receive 100% of appraised value as a tax deduction and help us to train the youth of today for the Navy of tomorrow. For further details call or write:

P.O. Box 277, Woodland Hills, CA 91365  
(213) 822-6470 or 649-1085 eves

## MARINA

Liveaboard — Workaboard

Power — Water

Convenient Location — Good Facilities



## SANFORD-WOOD SHIPYARD

530 W. Cutting, Richmond, CA 94804

(415) 236-6633

## Marine Insurance SPENCER GRAMS Yacht Insurance Services

P.O. Box 795  
Corte Madera, CA 94925  
(415) 924-8788

**WE INSURE ONLY BOATS  
LARGE, SMALL, SAIL  
AND POWER.**

Fast quotes and  
instant binders.

Serving Yacht Owners Since 1968



## ERIKSSON SPARS

**Selden  
Masts & Booms**



**MAST KITS  
20-ft to 70-ft  
All Sections Anodized**

## New! For Boats From 30-ft to 60-ft

Selden's new solid vang is fitted together with the standard kicking strap

- ★ Masts, Booms & Rigging
- ★ Rod Rigging
- ★ Swadging
- ★ Marine Hardware
- ★ Rope to Wire Splices, Halyards, Sheets & Guys

1237-50th Avenue, Oakland, CA (415) 261-1237

Clip This Ad For One Free Month With A Six Month Lease

## SAN RAFAEL MINI STORAGE

\$16.00 per month leases a 4'x4'x8' indoor storage locker with daily 7:00 a.m. to 9:00 p.m. access in which you can store:

★ up to 60 boxes of records for a lot less than you would pay to store them at your office

★ a variety of business inventory

★ household goods and personal items

Portable record storage boxes, local pick-up and delivery, freight forwarding and receiving, and larger sizes are also available.



485-1444

22 LISBON ST.

(Behind the Burger King on Francisco Blvd.)



# CRUISING MEDICAL KIT

**W**e cruising sailors are a curious lot. We spend hundreds, maybe thousands of dollars and days of thought on a life raft system to protect us from the statistically remote event of sinking on the high seas and virtually no thought on the very likely event of disease or illness ruining our cruising adventure. Traveler's diarrhea, hepatitis and other unpleasant afflictions may not kill you, but after they've keel-hauled you, you may wish you were dead! The good news is that these and other common maladies are to a large extent preventable allowing you to enjoy your cruise as you had originally planned

One does not have to be the ship's doctor to know that these sound like typical cold or flu symptoms. That's just the problem. As you are convincing yourself and shipmates that you'll be fine in the morning, this is the time you are most infectious to others! At this stage it can be passed along by direct contact, such as using the same dishes, kissing, etc., before the jaundice sets in. The yellow eyes and skin usually appear five to ten days after the flu-like symptoms but mercifully by then one is *not* contagious. Symptoms and

disease, it doesn't suffer from it; it may be happy as a clam, but you won't be.

**O**ne additional word about hepatitis A as well as any condition that results in significant fluid depletion via reduced intake or severe diarrhea — one can become desperately ill very rapidly. If there is the slightest question, seek medical assistance. Intravenous fluid and electrolyte replacement may be life saving and can be accomplished even in a poorly equipped medical facility.

Once you've gotten over hepatitis A com-



LATITUDE 38/RICHARD

— not from the unchanged linen of a dingy Mexican hospital.

As the medical director of Downtown Medical Services in San Francisco, a sailor and medical cruising consultant for numerous Mexican, South Pacific, and world-wide cruises, I have been able to distill down several years of experience to a nuts and bolts summary of what the cruising sailor needs to do and more importantly not to do on his cruise to Cabo, or points beyond in the South Pacific. First, the threats. They are typically hepatitis, traveler's diarrhea, food poisoning, cholera, typhoid, and malaria.

## Hepatitis

Hepatitis A is a rather serious viral infection that fortunately can usually be prevented. One contracts hepatitis A via poor sanitation, contaminated water sources, infected shell fish or from someone already afflicted. (There are other types of hepatitis but they are not of concern to the typical cruising sailor). The illness begins with flu-like symptoms, usually nausea, vomiting, diarrhea and moderate temperature. Smokers often notice a distaste of cigarettes at the onset of hepatitis, although this cannot be relied upon.

color generally return to normal in days or weeks thereafter. The total course from initial stages to recovery varies from 3-16 weeks. Remember, 16 weeks is four months — a terrific chunk out of the average cruising calendar. Prevention is an absolute must. The unpleasantness of hepatitis to the cruising sailor, however, is small potatoes compared to the absolute terror of having to totally abstain from alcohol for at least a year after the encounter, which is the current recommendation.

Prevention of hepatitis A is achieved by intramuscular injections of human gamma globulin, and is recommended for all parts of the world where sanitation is poor. The common sense day-to-day hints for preventing food poisoning suffice for hepatitis A but also be aware that eating shell fish living in contaminated water can also give you hepatitis. The shell fish incidentally only transmits the

pletely you won't have a recurrence of that particular common type but you really must take care of yourself.

Human gamma globulin sometimes is available over the counter in some countries, and if one is on a long cruise, it may be wise to simply purchase it en route. Be careful, however, that it is the correct product (trade names and dosages may vary) and that it is given according to instructions on the package; inject intra-muscularly, not by vein.

## Traveler's Diarrhea

When sailors cruise to a country that has markedly different sanitary conditions, diarrhea is likely to develop in two to ten days. This is traveler's diarrhea, "Montezuma's Revenge", etc. There may be many loose stools per day accompanied by abdominal cramps, occasional nausea, and vomiting, but rarely with significant fever. The illness lasts typically one to five days and spontaneously subsides, most rapidly when solid food is avoided and liquids are taken. If diarrhea lasts longer, medical consultation will be necessary to establish the specific cause of the disease since the likelihood of the common, self limiting variety decreases after that time period. More serious infections such as



# MEDICAL KIT

Salmonella, Shigella, Giardia and a whole list of other infections require specific diagnosis and treatment beyond the average sailor's skills.

For the long term cruiser, prophylactic antibiotics, sometimes useful for exposures lasting only up to two to three weeks, become impractical and sometimes dangerous. The best strategy again is prevention, which in this case means avoidance of potentially contaminated water sources. Drink boiled or commercially bottled water or anything that is in cans (wipe off the tops). Purify water with commercially available

and may often be downright dangerous. Be aware that Entero-Vioform (Iodochlorhydroxyquin), which is still available in Mexico and the South Pacific, is not useful as previously thought for either prophylaxis or treatment of infectious diarrhea and can be dangerous.

Treatment that is recommended for the long term cruiser is cumbersome, consisting of Pepto-Bismol liquid or tablets per instruction after each liquid bowel movement with a clear liquid diet gradually increasing to a soft diet as the diarrhea subsides. Avoid high

Botulism is a threat where poorly canned, smoked or vacuum packed foods are ingested. Also, since nitrates are no longer used in bacon, the incidence of botulism can be expected to rise. This is an extremely serious disease. When symptoms of double vision, muscular weakness, dry mouth, difficulty talking or swallowing exist with a history of recent ingestion of these high suspect foods, botulism must be considered. Medical consultation is imperative. A specially prepared antitoxin must be administered and this simply may not be available in your cruising area. Without it 30-70 percent of individuals will die. The best plan, as usual, is prevention.

## Cholera

Occasional outbreaks of cholera, another infectious diarrhea with large volume stool loss, have occurred in Mexico. Again, the same warning holds for the unprotected. If fever and large volumes of fluids are being lost, medical consultation is necessary. Preventative inoculations are available although not 100 percent effective.

## Typhoid Fever

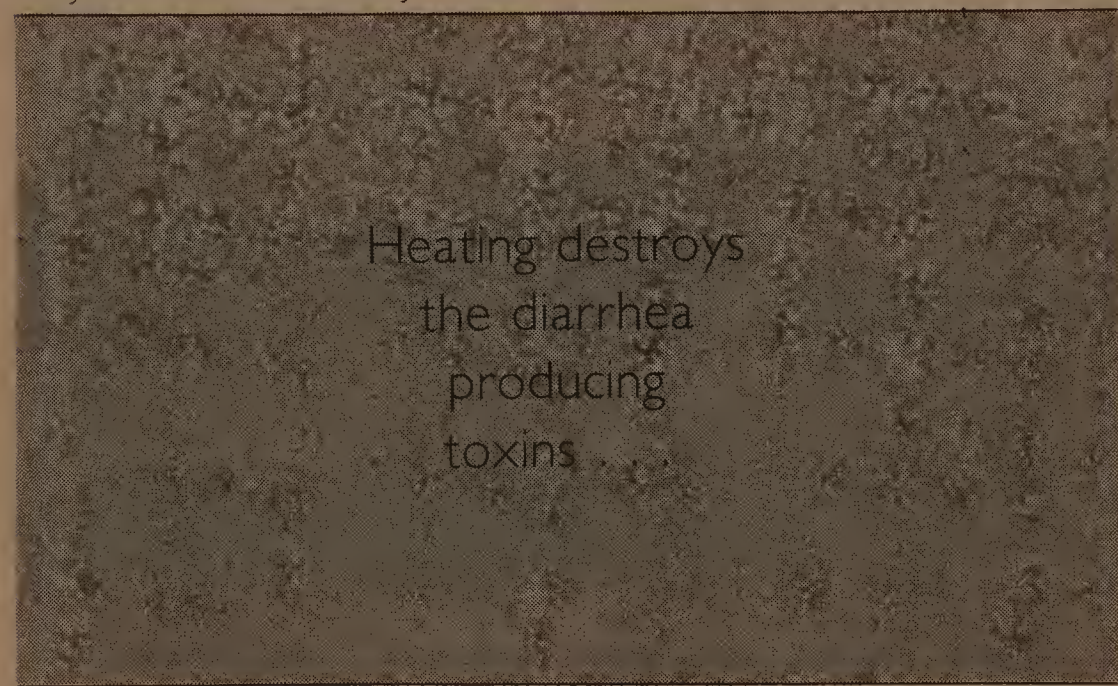
Another concern for the sailor, but a preventable one, is typhoid fever. It exists wherever there is poor sanitation or where water supplies are questionable. Active immunization is recommended for travelers to Mexico or the South Pacific and is accomplished in two stages not less than four weeks apart. Plan ahead for these inoculations. Protection is good for four years.

## Malaria

Many ports-of-call have no mosquito abatement programs and malaria protection is recommended. This requires that one take a table of chloroquine phosphate once weekly, beginning one week prior to arrival and continuing weekly and then for six weeks after leaving the endemic area. Highly recommended for Mexico and South Pacific areas.

## Yellow Fever

Yellow fever prophylaxis is probably not needed unless time is spent in Mexico or Central American jungle areas.



Heating destroys  
the diarrhea  
producing  
toxins

Iodine tablets or one to two drops of Clorox per quart of strained water and let stand at least half an hour. While there are some who can eat and drink anything and not be bothered, eventually most individuals will have a bout with diarrhea if they drink local water and eat uncooked local food. Heating destroys the diarrhea producing toxins. Unfortunately freezing does not, so don't use local ice cubes and ice cream. Brushing your teeth in local water is the downfall of many, so have a separate canteen or plastic container prepared with iodine or Clorox treatment for brushing. And last of all — when showering in local water, keep your mouth shut!

With these simple tips we have found a marked decrease in the incidence of this malady. Again, remember, the common variety of traveler's diarrhea or Montezuma's Revenge should subside over several days. If it doesn't it probably isn't what you think it is and specific diagnosis and treatment may be required. Randomly taking antibiotics, yours or others, sometimes makes matters worse

fiber foods and dairy products until symptoms are totally gone. Pepto-Bismol offers some prophylactic benefit but is impractical to take over an extended period of time.

The time honored standby Lomotil (Diphenoxylate) has, in our experience, been less useful than Tylenol/Codeine 30 mg. (Tylenol #3) every four to six hours. This combination not only rapidly reduces the diarrhea but generally makes one feel better at the same time.

## Food Poisoning

Food left on shipboard unrefrigerated or eaten at curbside stands in Mexico may have higher than acceptable levels of bacteria resulting in specific bacterial intestinal infections causing diarrhea. Usually, again, these are self limiting and the key feature to be concerned about is unusual fever.



**Recommended inoculations:** At Downtown Medical Services, we recommend the following for the average extended cruise to Mexico or the South Pacific. Remember that some inoculations require several stages and often cannot be given at the same time, so plan at least two months prior to departure to Mexico or the South Pacific. Also, requirements for children may vary.

- Tetanus toxoid — (all adults, cruisers or not)
- Poliomyelitis — (all adults, cruisers or not)
- Gamma Globulin — (Hepatitis prevention)
- Cholera
- Malaria
- Typhoid

## Dental Check-Up

Surprisingly, many sailors plan all perfectly and then forget to have a dental check-up. Thoughts of locating a painless dentist on a small South Pacific island should put this topic to rest.

## Medical Kit

Most commercial medical kits vary from bad to worse. Typically, and legally all that they may include are bandages, thermometer, splints, tape and a few over the counter creams or lotions like Neosporin for local skin infections. For more specific and effective medicines, one is referred to a private physician.

Unfortunately, most doctors have no knowledge or interest in the special risks and needs of the serious cruiser, and are very unlikely to prescribe antibiotics, pain killers and injectible narcotics to inexperienced individuals sailing across international borders. In addition, the sailor is at some civil or criminal peril if unable to show a border guard, who is paid to be suspicious, that those medicines are not for sale or trade or, worse yet, have been switched with a local recreational drug.

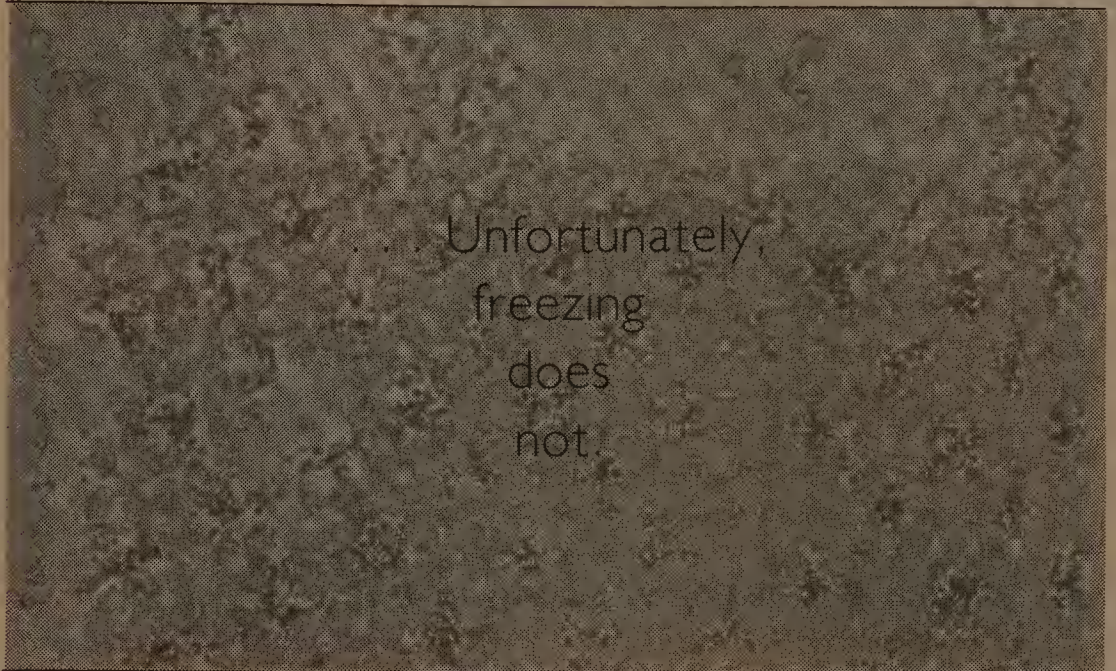
While not all this can be eliminated, much can be done. We supply the required medicines, in original pharmacy containers,

provide a copy of the original prescriptions, a letter of explanation in the language of the visited country and provide a 24-hour phone number for confirmation for especially sensitive drugs. While most physicians don't have this depth of interest, the least you can do is keep medicines in original bottles and xerox a copy of the prescription.

Do not mix two types of pills in one container. This may give you the dubious opportunity of seeing the inside of a foreign jail while things are being sorted out. Also, not

sailor (some have diabetes, emphysema or heart conditions). A commercially supplied kit for bandages, splints, thermometer, etc. along with some specific recommendations may suffice, along with a doctors consultation. We recommend as a start:

- Bandages, gauze, splints, thermometer, etc. in a commercial kit
- A supply of broad spectrum antibiotics such as Tetracycline or Ampicillin for coughs and colds. Be careful that users are not allergic to any of the included medicines. Some often also cause sun sensitivity.
- Tylenol No. 3 for pain and diarrhea as



Unfortunately,  
freezing  
does  
not.

known to many but certainly known to officials, is that virtually all United States made medicines are coded as to size, shape and color to provide a unique identification. Don't think you'll fool anyone that those recently acquired pleasure pills are Penicillin tablets. Play it straight.

The risks of serious injury aboard a vessel may make it necessary to carry injectible narcotics onboard such as Demerol and less likely Morphine. Again, play it straight as local officials feel better when these circumstances have full documentation. Several times we have saved crews from trouble with our 24-hour telephone verification system and someone who spoke Spanish or French when it was critical.

At our cruising consultation service, we supply a full medical kit and also consultation for medical problems in the cruising

mentioned previously

- Injectible Demerol or other pain killer for unusual circumstances
- Antihistamines
- Sunburn protection
- Anti-nauseants, Compazine suppositories, Transderm patches for sea sickness
- Antacids
- Insect repellent, "Epi Pen" for anyone with severe insect allergies
- Contact lens supplies, extra glasses with prescription
- Medical manuals (e.g., 1) *Ship's Medicine Chest* by the United States Government, 2) *First Aid Afloat* by Corwell Maritime Press

## South Pacific

Cruising in the South Pacific islands brings the additional risk of injury and allergic response to coral, poisonous fish, and sea life. A good pictorial reference is in order. While not always true, the generalization for poisonous fish — "if it's ugly, it's poisonous" — is a good first approximation. Don't eat what you can't identify.

— Lawrence Bryson, M.D.



# THE RUDDER THAT

Despite top morale, a clever crew, and good food, losing your rudder at sea will still send your whole day to hell in a handbasket. I know from first-hand experience. After 6,000 miles of ocean cruising on the fin-keeled, spade-ruddered Ranger 33

trades and working on his tan. *Tsunami's* owner Billy Pollock couldn't believe it when Wayne announced, "Hey you guys, we just

We first tried the old "steer by the jib sheets" routine. It works on older designs, but it was futile fun on the Ranger 33. With the 224 square feet No. 3 genoa hoisted, the boat went into 'auto-tack', gibing, feathering, tacking, and yawing wildly in the swell no matter what we did with the sheets. Thinking we were overcanvassed, we switched to the 50 square feet No. 4 genoa. It did the same thing — just slower.

When this didn't work we tried Plan B, the 'bucket steering' routine. Rumor has it that you drop a bucket over the windward quarter to come up, and over the leeward quarter to fall off. Even though we used our best Rubbermaid buckets, *Tsunami* continued to tack, gybe, feather, backwind, and yaw about. It was time to throw in the towel. Nobody bothered to tie the helm down when we hove-to for the night.

At dawn our committee met once again. Counting our blessings was first on our agenda. It was only 300 downwind and downswell miles to Honolulu in good weather; things could have been much worse. Our blessings counted, we began to pool inspirations. Our aluminium spinnaker pole would become the new rudder post, a lockerlid the rudder, and the dinghy oar the tiller. This entire contraption would adorn our reverse transom. Clever and quick, we thought it would be. Yet it was noon before we could assemble everything using the pitching workbench and meager inventory of tools and materials.

Cutting the pole and tapping the locker lid into the slots were easy because we had both a hammer and a saw. Drilling holes without a drill took a dash of improvisation, since hammering a screwdriver into the side of the pole just squashed the pole. Fortunately we discovered a tap and die set back in the tool bag. The little die chock grasped a rusty drill bit and gave us a solid 3-inch lever to hand-turn the holes. All hands assembled to drill, hang on, and rotate positions.

Once the holes were turned, a search party was organized to find a bolt long enough to fit through the spinnaker pole. With heavy hearts — and the contents of all the foreward lockers crashing around the cabin sole — we gave up the search. When someone came up with the idea of substituting a screwdriver for the non-existent bolt, our optimism was rekindled. We then were able to drop the

*Tsunami*, I suppose it had to happen sooner or later.

Losing the rudder had been a concern of mine all along. Wondering what to do in case it ever broke off, I did some asking around. Between Los Angeles and the Marquesas I met the skippers and crew of three boats that had lost their spades at sea. But getting answers to questions like, "What did you do?", and "How did you jury rig?" were tougher than pulling teeth. Everyone's answer was a slight variation of, "Well mate, (yawn) hookin' up this and that we somehow managed to limp into port". It wasn't until the briny deep absconded with *Tsunami's* rudder some 300 miles north of Oahu that we began to investigate and discover the mysteries of jury-rigging.

Our previous catastrophes had generally occurred at 2 a.m., in rainy gales, with 20-ft seas, and a crabby premenstrual mate in the galley. Miraculously none of these were the case when the rudder broke. We were six days out of Honolulu bound home for Alameda when it happened, with "Wind-Wayne" (crewman Wayne Schaut) merrily steering to weather in moderate

Elena Garcia, a Crew List and Ranger 33 survivor.

lost the rudder!"

As the sails began to luff Bill lunged for the tiller and threw it hard over. There was no response. He then noticed the rudder blade adrift off the transom. "Steer for it," he shouted to Wayne as he passed the helm over and leaped to the transom for a better view. Helplessly we all watched our rudder disappear behind a swell. It was only then our intrepid captain finally began to believe the rudder was really gone.

Still stunned, we began to hustle around. We first checked the bilge and then dropped the sails. Taking the main down proved to be just the first in a series of blundering booboos. With the main down *Tsunami* promptly began a nauseating roll that would have sent a Nova Scotian tar to the rail.

Despite the rolling a committee was called to order. After heated deliberation the decision was made to try and spend the afternoon "steering" without a rudder. This ultimately proved impossible, but at least temporarily served the function of giving us something to fumble with while formulating various jury-rudder designs.

LATITUDE 38/JOANNE



# WOULDN'T COME HOME

whole unit over the transom, seizing it to the backstay and chainplate. Lashing the 10-ft dinghy oar 'tiller' on was the grand finale.

Unanimously approved by the entire crew, the contraption was put to the test. Prematurely considering ourselves uncommonly clever, we raised the No. 3 genoa. The tiny rudder couldn't handle so much sail, and *Tsunami* resumed her routine of gybing, feathering, tacking, and yawing. So much for us clever sailors.

Marginal results however were obtained with the No. 4 genoa. A total slug in response time, the "rudderette" was frequently overpowered by the swell. Steering was exhausting so watches had to be shortened. Noon to noon we found ourselves averaging 60 miles, but at least we figured to see palm trees in four to five days. Headway versus leeway was often unclear, so extra sights were taken and confirmed with the Loran.

On the fourth day of our jury-rigged sailing Wayne once again became the bearer of bad news. "Hey, give me a hand," he called out. "It's breaking." Dangling over the transom with a death grip on the spinnaker pole, Wayne was the hero of the day. Without his vise-like grip, the main boom would have had to become the next rudder post. As it was, we had had to pull him and the jury-rigged rudder back aboard by his heels.

Upon examination we discovered the problem was the spinny pole had folded at the lashing pin. The natural inclination toward despondency and depression were fended off with strawberry cheesecake. Rallying around with forks in hand, we planned the splicing.

Disassembling the whole mess and cutting the crushed and bent tubing off was a group project. Hose clamps held the 'slash and sleeve' job together, but not for long. The slit tube was shoved inside the solid one, giving no support under the hose clamps. It collapsed within an hour. A quick rerun of the 'slash and sleeve' was performed, this time the solid tube going on the inside. This arrangement held up until Latitude 22, Longitude 158, at which time we were in sight of Kauai.

By that time the spinnaker pole had been reduced to a useless stub and *Tsunami* was suffering from a shortage of spare spars. With just a 15x30-inch rudder of dubious construction to direct us, the often nasty

Kauai Channel loomed menacingly ahead. It didn't take much convincing to determine we qualified as a navigation hazard to our-

selves as well as others, so perhaps Bill ought to hail the Coast Guard. Besides, we were out of ice.

The Coast Guard communications

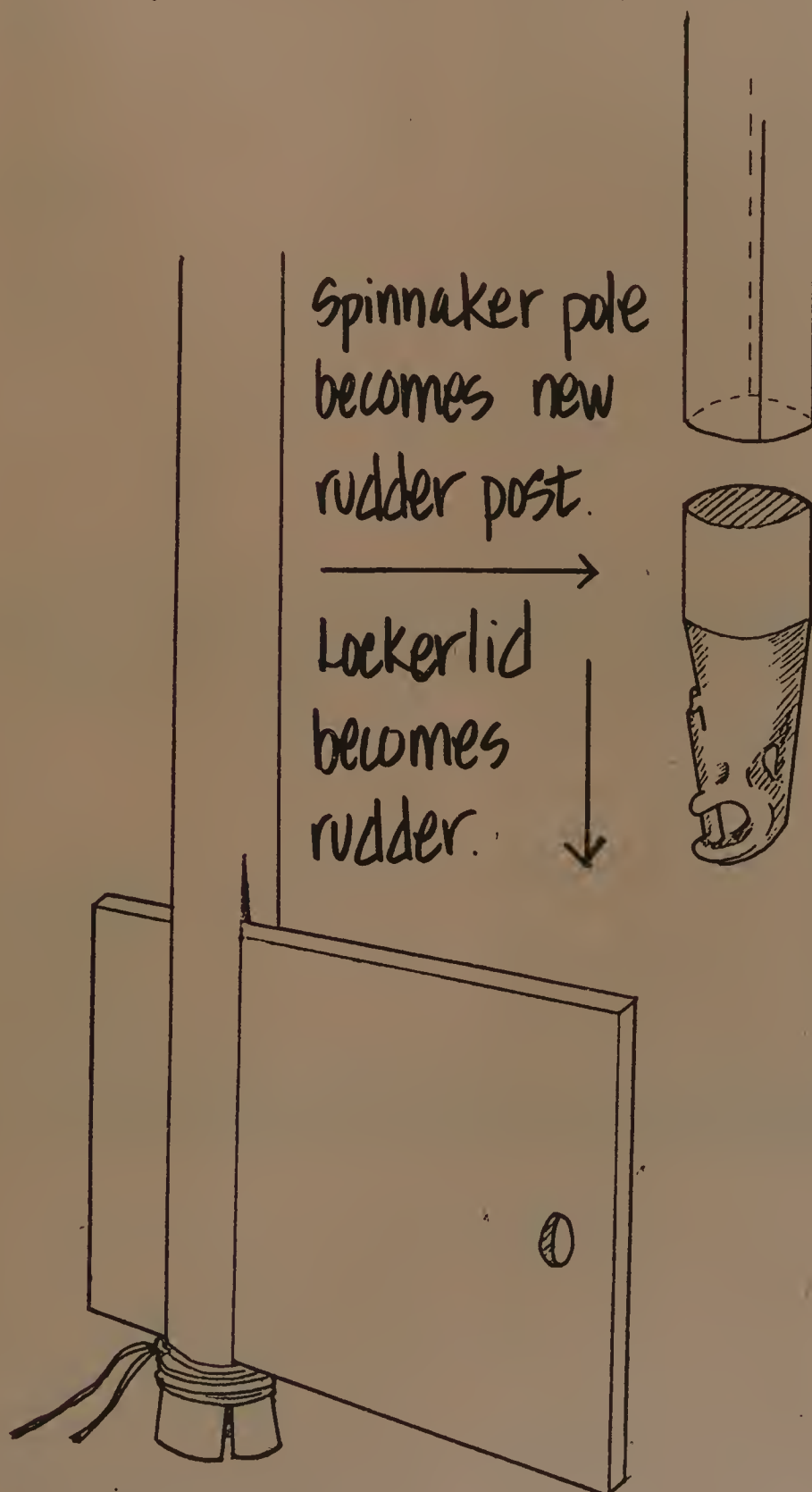


ILLUSTRATION BY ELENA GARCIA



# THE RUDDER THAT

center in Honolulu responded to our call so swiftly that it took Bill a minute to come back with our correct position. After that the Coast Guard asked the ritual questions concerning the length and description of the vessel, the number of folks aboard, whether there were any injuries, the CF numbers, the type of safety equipment aboard, our position and wrapped it all up with what kind of assistance we were requesting. Assuming they were too busy to stop by an ice house, we just asked for a tow in Nawiliwili. They gave us an ETA of four hours, set up a communications schedule to update our drifting Loran position, and signed off.

Our rescue arranged, lunch became the next order of business, and then a cabin and cockpit cleaning frenzy. Landfall! After only 11 days at sea, we were as excited as if we'd been out for 30. Out came the scissors for hair and beard trims, Joy dishsoap for baths, and shore clothes. Just what does one wear to a sea rescue anyway? We figured understated elegance was a must, so we selected our cleanest, slightly faded t-shirts and shorts. With baited breath and fighting, we failed in our attempts to patiently await our rescue.

Within just minutes of their original ETA, the Coast Guard vessel *Point Harris* appeared on the horizon. What a magnificent sight she was! The red and white ship valiantly approached, crashing and pounding to weather, with her flags waving and spray flying. All that was missing was the bugling of a calvary charge or maybe the national anthem. As the *Point Harris* greatly narrowed the gap, moldy lifejackets were donned; everyone on deck is required to wear lifejackets during rescue operations. If the rescuees are not equipped, the Coast Guard will lend lifejackets, portable VHF's, running lights, and most likely a citation, only the latter of which you may keep.

The men on *Point Harris* insisted on our using their two-inch Samson bridle and tow line, much heavier and longer than the one we had prepared. One of their well practiced crew landed the heaving line right across our bow, with the bridle and tow line attached. We ran the bridle through the bow chocks, aft along both sides of the cabin, to the primaries and cleated them off.

The Coast Guard's courteous credence was reassuring. They kept in communication with us via VHF while the towline was being set up, and monitored us throughout the tow. We declined their kind offer to communicate our predicament to relatives since

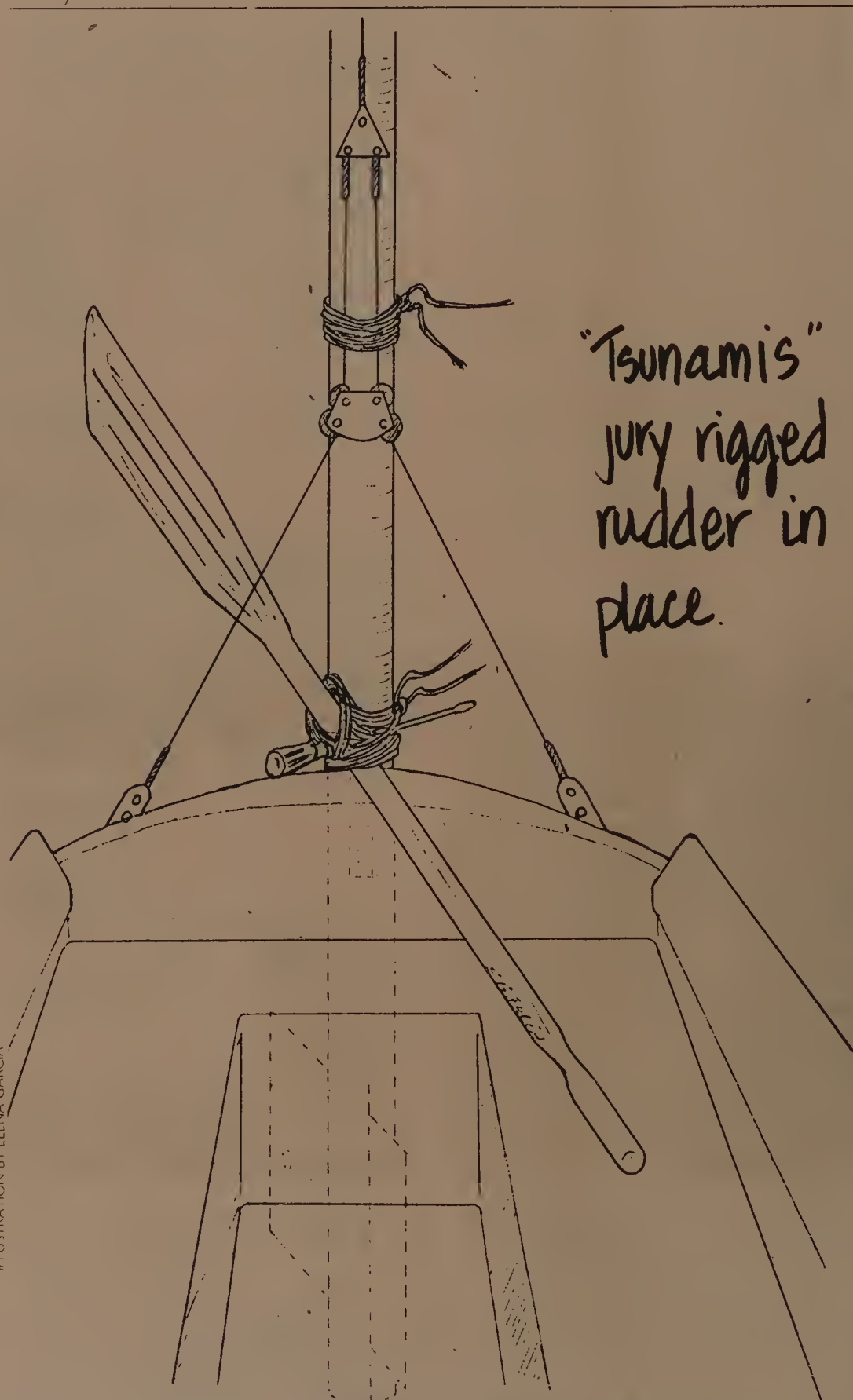


ILLUSTRATION BY ELENA GARCIA

no one was expecting us so early after our departure.

The towing speed was three knots at first,

which they gradually increased. From *Point Harris*' bridge they watched us playing crack the whip off their transom. Six to eight knots



# WOULDN'T COME HOME

was their goal, but at four-and-a-half knots our unsteerable sloop was weaving all over the place, surfing down swells and snapping the slack out of the tow line. Our rescuers suggested slowing the procession down to three knots. Instead of charging into Nawiliwili that night, we would arrive at dawn the next day. The slowdown was unanimously approved.

To steady our still reeling vessel, we set up drouges off the transom. These included 30 feet of 5/16 chain on some rode, a Northhill anchor, and 100 feet of 1/2 line. Hoisting the main was suggested by the Coast Guard to help steady our zig-zagging downwind course. "Veto on the sail plan" was our answer. By then the drouges had settled *Tsunami* into a slow S-curve course.

Chafe checks punctuated the rest of the tow. As rescuees we were requested to monitor the bridle for chafe and act accordingly. The bow chocks were the only potential trouble spots. At speeds in excess of four knots the line jumped the chocks and chaffed on an anchor bracket. Slowing down to three knots solved that problem.

So relieved were we to be snug in port, it was only slightly humiliating being dragged by the nose the last few hundred feet by a rubber dinghy. The anchor lines kept us busy while the Coast Guard organized a boarding party for safety inspection. Rudder condition, construction and existence is not part of the check; but *Tsunami* managed to flunk anyway. Missing was the placard on the bilge declaring "no oily waste will be pumped from this vessel".

The Coast Guard's stifled giggles as they commended our attempt at rudder construction, but our attitude about the boys in blue wasn't sopped a bit. They invited us aboard the *Point Harris* for a tour and gave us a list of local people who might be of assistance on the rudder building project ahead. It was a privilege to call upon these friendly professionals who went above and beyond the call of duty for us.

Safely anchored within earshot of the

rumbling Matson Line yard, we pulled the rudder post to examine the damage. The remains were sobering. A previous owner had damaged the rudder post and gotten it repaired. The entire circumference of the post had been welded right at the high stress point between rudder and hull. It had crystallized and sheared off at the heat marks. Gawking at it took up most of the afternoon, during which we got rip roaring drunk. Three sheets to the wind, we were still able to detect doubt in the voices of the folks at home when we announced our being indefinitely stranded on the Garden Isle of Kauai.

Late the next day we began the quest for materials. Finding a yacht chandlery in Bakersfield would have been easier. Nawiliwili was to become home for the next few months as the new rudder leisurely took shape on the fishing dock there. We built a new rudder, eventually got caught in the Pacific High, lost our new rudder, tore sails, lost our forestay, got blown south of the Mexican border, ran out of food, water, and propane . . . but that's next month's story.

— elena garcia

## CAL-COAST MARINE

### WINTER HAULOUT SPECIAL

40% Off Our Regular Rates

**\$3.00 per ft** (includes haul, launch, pressure wash)

December 1 to February 28, 1984

\* Do it yourself facilities

\* Chandlery

\* Fuel Dock

**310 West Cutting Boulevard, Richmond, CA 94804**  
**(415) 234-7960**



# GIVING BIRTH

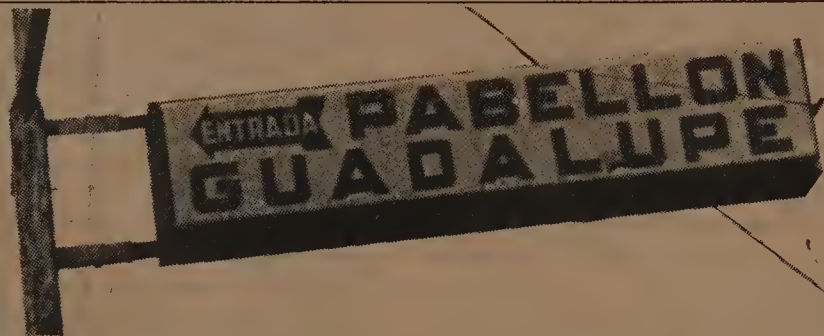
“Better get up Dear, it’s time.” Ah, those immortal words millions of husbands have heard just hours before their wives — or girlfriends — have given birth to a baby.

I guess all husbands react differently to the

and have the baby in Guaymas.

We had no trouble finding a good doctor. Stan Lieberman, well-known on the Baja

PHOTOS COURTESY OF THE JUNGERS FAMILY



news, but I perhaps more differently than most because of our special circumstances. For before driving my wife Susan to the hospital, I had to climb into *Kibitka*’s dinghy with our five-year old daughter Kristy and row her over to friends on *Ly Kou* who would watch over her. Then I had to row back to *Kibitka* and pick up my soon-to-deliver wife, and then row to shore. Only then could we begin the 12-mile automobile journey down the road to *Pabellon Guadalupe* in Guaymas where Susan would shortly thereafter give birth to our second child, a child who became a citizen of both the United States and Mexico.

Those familiar with biology won’t be surprised to learn that this whole story started some nine months before. We were in Cabo San Lucas on our Westsail 32 at the time, and felt young Kristy was ready to have a brother or sister — Kristy was adamant about a sister. Given our inclination, we started investigating the possibility of having a child in Mexico. We spoke with several American women in La Paz who had borne their children at the Military Hospital in that Baja city. All of them thought having a baby in Mexico was a good idea, and recommended that we check around carefully before selecting a doctor.

After sailing across the Gulf and putting *Kibitka* in a berth at the Marina San Carlos (just north of Guaymas), we were confident Susan was indeed pregnant. We left the yacht in San Carlos and travelled by bus to Seattle where I began to look for summer work and where Susan went to an American clinic to have our suspicions confirmed. When the results were positive she got some other pre-natal care taken care of. In October — with Susan six months pregnant — we returned to *Kibitka*, and decided to stay

Maritime amateur radio net qz XE2ABC, and his wife Jackie recommended their good friend Dr. Zuber, who they explained was probably the busiest obstetrician in the area. Not only did Stan and Jackie recommend him, they actually took us right down to his clinic and personally introduced us.

Susan gave Dr. Zuber all her records from the States, was examined and found healthy, and was told to return in a month for another examination. She was also given a list of medicines to purchase from a local pharmacy. (We discovered that it is common for expectant mothers to have to bring all their medicines, diapers, baby clothes, and sometimes even blankets and sheets when they actually enter the hospital to delivery the baby). We purchased all the medicines

and other supplies in downtown Guaymas for about \$10.

Since the baby wasn’t due until Christmas Eve, we had about three months to spend in the San Carlos area. Realizing that, one of the first things I did was move *Kibitka* from the dock out to an anchorage. There was no way I was going to dive into the polluted marina water to clean the heavy growth that had accumulated on the hull and propellor, so we moved *very slowly* out to the anchorage under power. A short time later we dropped the hook, backed down to set it, and had the shaft pulled out of the coupling. I got an idea of what was going to keep me busy during the next three months.

As I repaired, replaced, and rebuilt various portions of *Kibitka*’s and *Henrietta*’s (our Pinto) anatomies, Susan entered the great “San Carlos Mothers Sweepstakes”. So many women were either expecting or had just delivered a child that fall that Ed Grossman, operator of the marina, warned one gringo lady that she could “get pregnant just coming in here”. Panchita, the marina office manager, had just had a daughter in August and Sylvia, who sells insurance at the marina, was belly-and-belly with Susan for a Christmas/New Year’s delivery. Many happy hours were spent comparing stomachs.

We enrolled Kristy in the Jardin de Ninos, and I found that Mondays were my



San Carlos Marina near Guaymas.

day for the carpool. Good heavens, what a revolting development for a yachtie! Every Monday morning I loaded six to eight —



depending upon who was sick or missing — youngsters into Henrietta and wound my way into Guaymas. We were easily identifiable by the appendages waving from the windows and the white knuckles on the steering wheel. Other drivers soon learned to avoid us. Kristy loved it.

Since the noon return trip had fewer passengers — one school refused to disgorge its prey until later in the afternoon — we made Monday our shopping day. Susan and I drove back to town around 10 a.m. to get our supplies and then stop by the school. Guaymas has several excellent supermarkets, a good mercado, plus a distributor that handled my favorite Mexican brew, Negra Modelo.

One day, after some particularly intensive work on Henrietta, we drove the 80 miles from San Carlós to the American Consulate in the state capitol, Hermosillo. We wanted to check on the requirements for registering a child born in Mexico of American parents, and for getting him or her a passport. Mrs. Velasco, a Mexican who works at the Consulate (you will find most Embassy or Consulate employees to be local citizens who speak English), gave us an exhaustive list of requirements. Some of which made little or no sense; all are included in the accompanying tabular data.

Slowly, ever so slowly, the predicted date approached. It came. It passed. We spent a pleasant Christmas holiday season visiting friends, talking about babies, serenading some of the thirty million retired gringos who visit San Carlos in their trailers with Christmas carols, and talking about babies. The Baja Maritime net, for which I occasionally acted as net control for the southern contingent, at first had people asking about our imminent delivery every day, then every other day, and finally as time passed, only now and then. As December became January and '82 became '83, it became clear that 'Something Must Be Done'.

We started taking long walks every day. Nothing was happening. We took longer walks. Still nothing. Susan finally balked when I handed her the jumprope. We compromised by going in to see Dr. Zuber. He examined her, pronounced her ready, and wrote out a prescription for some little pills that would accelerate the process.

That night, shortly after we started the pills, we were headed for Guaymas in earn-



Susan and day-old Daniel Craig.

est. We arrived at the hospital — *Pabellon Guadalupe* is a private hospital specializing in childbirth run by the Catholic Church — about midnight. Susan was assigned a clean private room equipped with a couch, a hospital-type bed, a bathroom with shower (no hot water, however) and a nurse-call

needed).

Susan's labor was an on-again, off-again proposition. So at three o'clock in the afternoon a nurse came in and, very efficiently, inserted a needle into Sue's arm for an I.V. guaranteed to get the job done. By 7:30 p.m. Susan was dilated enough to be wheeled into the delivery room where the anesthesiologist was ready to give her a block. Shortly after that Panchita from the 'Marina office walked in the delivery room. She visited for about 20 minutes, telling us that she had kept the yachtie community informed of our progress by calling the hospital four times during the day. They are very casual about childbirth down there.

At 8:20 p.m. Dr. Zuber was cradling our little boy, Daniel Craig Jungers. Little Danny was letting everybody know what he thought of the whole thing. Shortly afterwards Susan was back in her room for the night, with little Danny — still howling lustily — right next to her. I tried to sleep on the couch and both Susan and I started thinking that we had let ourselves in for a lot of punishment.

At noon the next day Susan and Danny were discharged from the hospital; bleary-eyed I drove them home to *Kibitka*. Danny kept us awake for the next two weeks before settling down. People asked me why we had had another child, and I could only remark, "It seemed like a good idea last spring." Finally the baby settled down — or we got used to it — and we started with both the

With Susan  
six months  
pregnant we  
decided to  
return to  
*Kibitka* and  
have the baby  
in Guaymas.

system that did not function. (We had been warned that the husband should expect to stay during the process and summon help if



# GIVING BIRTH FROM A BOAT

Mexican and American paperwork.

In Mexico you have to register the birth yourself. The physician or hospital just submit an advisory of birth. We found that you must show up in the early morning at the Civil Registrar with the mother, father, baby, and two witnesses. (What they are witness to I can't imagine. And you aren't allowed to ask someone you've met at the office to be a

the baby to go on the passport. The Consulate must get permission from Washington, D.C. before issuing the passport — or birth registration — and the one in Hermosillo had its computer broken. They wanted us to return the next day while the State Depart-

## DOCUMENTS NEEDED FOR BABY'S U.S. PASSPORT

1. Birth certificate (*Acta de Nacimiento*) of applicant (baby).
2. Birth certificate (or certified copy) of father and mother. (Only one is required, but it's safest to have both).
3. Passports of entire family.
4. Marriage certificate (if married) of parents. This must either be the real thing or a certified copy.
5. Proof that one or both parents resided in the United States for at least five years after age 14 or the entire year immediately preceeding the birth. This can be school records, statement (notarized) from U.S. employer showing periods of employment, or a notarized statement from a relative or any other person having knowledge of your residence in the United States, giving places and dates of your residence as well as date and place of birth. We used school records and a statement from Susan's mother attesting both of our residencies in the States.
6. Three photos, 2x2 inches, white background, thin paper. If baby is to have his or her own passport (which I recommend), then you'll have to hold baby up for the camera.
7. \$40 in United States currency (maybe they'll take pesos but they didn't want a check) to pay for the passport, filing fee, and Certificate of Foreign Birth of United States Citizen.
8. If either of the baby's parents have been divorced, you must show a certified copy of the divorce decree. It's better if this is dated previous to the marriage certificate.
9. Lots of patience.

witness). If you have a copy of your marriage certificate it might be handy. Be prepared to wait, although you can play with all the other babies while you're waiting. This office issues the birth certificate, or *Acta de Nacimiento*, which contains all pertinent information about the parents, grandparents, witnesses and baby. It also has the baby's thumbprint.

For we Americans, the paperwork is only half over. We now proceeded to the nearest American Consulate — Hermosillo and Mazatlan both have them — with all the papers in hand, plus three 2"x2" photos of

ment checked the computer for felony convictions — on a 22 day-old infant! I objected on the grounds that I wasn't sure Henrietta would get us back to San Carlos, much less make the return trip the next day. After one look at Henrietta they relented and cabled for permission instead. Sometimes being an impecunious yachtie helps.

We did not apply for a Mexican passport for Danny since that meant another trip to Hermosillo. We'll probably wait until we get to La Paz. With the birth certificate and American passport, we felt the major paperwork was over.

We are often asked if it was worth it to

have Danny in Mexico. We can answer, "Yes!" The doctors were super, both Dr. Zuber and the anesthesiologist (who acted very fatherly towards Susan). The head nurse at the hospital, Madre Nieve (*Mother Snow* in Spanish) was a cute little thing who bustled hither and thither keeping everything in apple-pie (or perhaps *pastel de manzana*) order. I was with Susan the entire time, and she could have had the birth using Lamaze if she had desired. She chose anesthesia when we thought the baby might be too big, but since they don't give any medication for pain until the anesthesia (five cms dilation), we used the Lamaze techniques throughout labor except the last hour. Madre Nieve pronounced Susan as being very "macha" about labor pains, and all nurses were impressed with the way we worked as a team.

The attitude of the Mexican people to childbirth is refreshingly straightforward, and we felt they treated us more like family than foreigners. The hospital, while cleaner than the average home, had none of the "don't touch" antiseptic appearance of the American counterparts. Since the *Pabellon Guadalupe* was only half a block from the main Social Security Hospital, we felt safe should there have been any complications. If we were to have another child, we would certainly like to have it again in Mexico.

Oh yes, the cost. Well folks, children in Mexico are lots cheaper than in the United States. The entire hospital bill, including delivery room, private room, attending physician (including pre-natal visits), anesthesiologist, I.V., and everything except the medicine we brought ourselves (meals too), came to just over \$140! With the \$10 worth of medicine we bought and took in with us, the tab came to \$150. We figured that we could cruise until August with the money we saved.

All in all, it's looking more and more like it was a good idea last spring, after all.

— curt jungers

## Classy Classifieds are economical & effective

**Classified Advertising Deadline: 20th of the Month Prior to Publication**

- \$15 for a personal ad of 40 words
- \$30 for a business ad of 40 words

**Mail your copy and check to:  
P.O. Box 1678, Sausalito, California 94966**

*Sorry, but due to a tight deadline, we cannot accept any changes or cancellations after submitting ad*



# RACE TRAINING



## Do You Want To

- Sail large racing machines in actual competition?
- Break into the world of racing?
- Learn spinnaker techniques?

## Then

- Join one of our three-day intensive racing programs.

Sail our fleet of racing boats.

Learn from professionals and experience the **THRILL** of racing!

Call **TODAY** for details

**FLASH!**  
CS 36 Leaseback  
Available  
Guaranteed monthly  
income

New CS 36 just arrived  
Superb features and design  
Canadian quality  
\$89,900 sail away

## LEASEBACK INVESTMENT AVAILABLE

Still time for 1983 benefits

- Guaranteed income  
(\$600/mo. minimum to owner)
- Professional maintenance
- Tax benefits
- Pride of ownership

Exclusive California CS dealer

**D'Anna Sailing Co.**

**(415) 261-3844**

*Instruction, Yacht Sales, Rentals, Club, Vacations*

*Since 1974*



I'd much rather sail my boat than work on it. But it isn't much fun to sail with a dirty bottom, so about once a year the beast has to come out of the water for some fresh paint.

This year I was lucky — the high-pressure hose cleaned off almost all the growth, and I was looking forward to having the job done as quickly as possible. Even luckier, the day I chose to haul out turned out to be overcast and drizzly — perfect weather for being stuck in the yard.

The boat had come out at 11:00. By mid-afternoon I was almost finished with the

She ran  
her fingers  
along  
my bottom

...

lightsanding in preparation for the new paint. Then I heard a bicycle brake squeak behind me, and turned around to see Lee Helm, my young naval architect friend, roll to a stop and swing off her bike, leaving it heeled over against the cradle that was holding my boat up.

"Hi, Max. Nice bottom you got there."

She was soaking wet, wearing only a float coat, a farmer john wet suit, and a pair of neoprene shoes.

"What are you doing on this side of the marina, Lee? And didn't your mother ever tell you not to ride your bike in the rain?"

"This is the best day for windsurfing in weeks, Max! The wind's gusting over 20!"

"You're nuts!"

"I came over because I broke another out-haul, so I thought I'd see if the boatyard chandlery has three-sixteenths pre stretched."

As she spoke, she ran her fingers along my bottom just below the turn of the bilge, and then stroked the leading edge of my rudder.

"Looks like another couple of days of fairing and sanding," she said as she crouched

under the stern and closed one eye to sight along the surface of my keel.

"Actually, Lee," I said defensively, "I'm almost done with the preparation. Just a little more work on the bow and the front edges of the keel and rudder, and I'll be ready to paint — if it stops raining."

"I don't know, Max — your keel could use more than a little fairing — and some of this roughness on the hull should really be sanded off before you paint."

"Maybe you're right about the fairing, Lee — that'll be next year. But I'm going to get the bow and the leading edges extremely smooth. Those are the important spots. Everything else is inside the boundary layer, where it doesn't make that much difference."

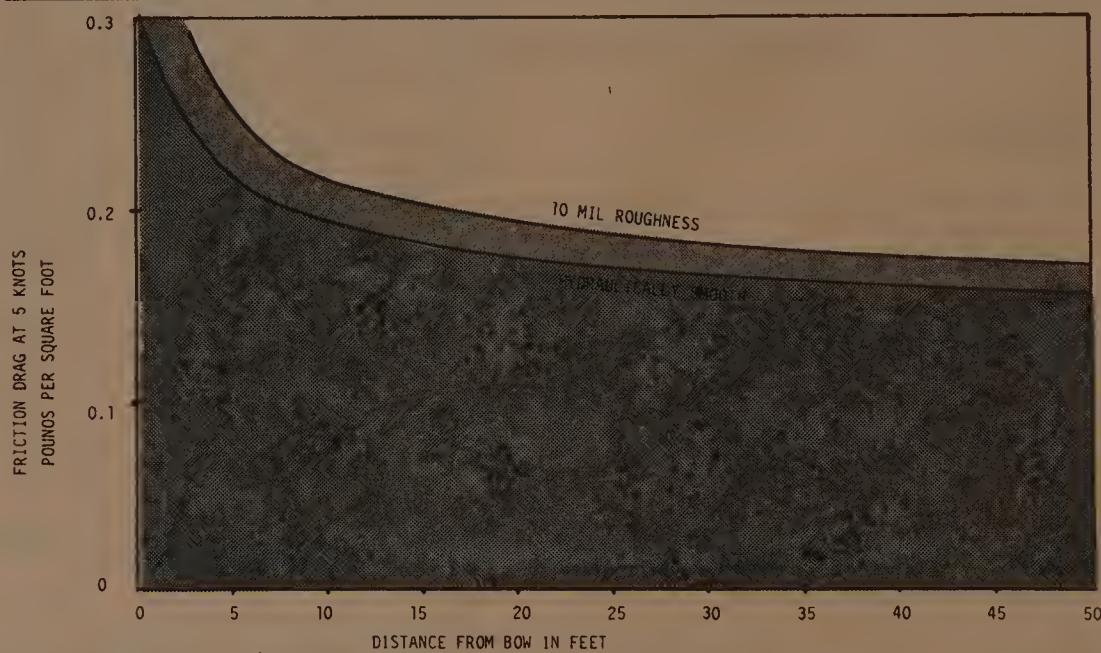
I knew I was taking a chance using that kind of language with Lee Helm around. Her expression confirmed that I was on very thin ice, even before I was finished.

"You're right about the bow and leading edges being critical, under some conditions.

should explain what a 'boundary layer' is. Just for review, of course."

"Sure, Max. The boundary layer is simply the thin layer of water that is slowed down by the surface of the boat as it moves by. (We'll talk as though the boat is stationary, and the water moving). This boundary layer starts out very thin at the bow, and grows slowly in thickness towards the stern. Reynolds number is a non-dimensional coefficient that tells how important the inertial effects of a moving fluid are compared to the viscosity effects. We can think of it as a 'speed-length product' for simplicity. In other words, speed in knots times distance from the front of the object in feet equals speed-length product. The higher the speed-length product, the more important the mass of the flowing water is compared to the viscosity. Now, boundary layer flow is governed largely by this speed-length product — assuming the same fluid."

"So then, flow characteristics five feet



But usually those spots are only slightly more important than the rest of the hull. I think you might be confusing turbulent boundary layer flow with separated flow."

"Okay, Lee. What's the difference?"

"Well, there are really three kinds of flow that are important on a boat bottom: laminar, turbulent, and separated. Whether you have a laminar or turbulent boundary layer depends on the Reynolds number. The flow starts out laminar, and then as . . ."

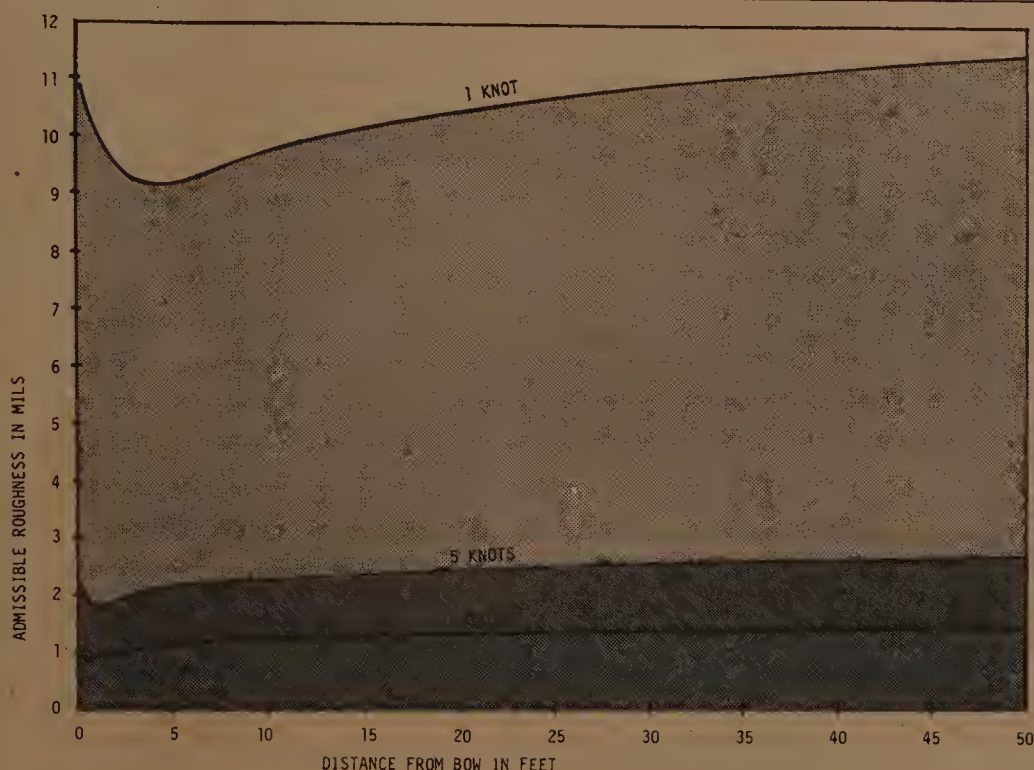
"Wait, wait!" (I was in trouble now). "What's this 'Reynolds' stuff? My boat's fiberglass, not aluminum. And maybe you

Friction is a drag.

from the bow of a boat moving two knots will be the same as the flow two feet from the bow of a boat moving five knots?"

"Exactly, because the speed-length product, or Reynolds number, is the same. What's important about this is that Reynolds number controls the transition from laminar flow to turbulent. In laminar flow, nearly all the water motion is parallel to the surface. The water behaves like it's in layers, with the layers close to the surface of the hull moving





The faster you go the smoother needs to be your flow.

very slow, and the layers farther out moving faster."

"Like cars on the freeway that never change lanes?"

"If you like — with the slow lane very slow and the fast lane very fast. What the hull feels is a kind of shear stress caused by this velocity gradient. Now, as the boundary layer grows in thickness further aft along the hull, and the velocity gradient becomes more gradual, the friction on the hull goes way down."

"That makes sense, Lee — and doesn't it say that there's a lot less friction at the stern?"

"Except for one problem: It's almost impossible to maintain laminar flow beyond a speed-length product of about seven or eight, at best. After that, the flow becomes unstable and turbulent. The water in the boundary layer now flows at random angles, bringing fast-moving water very close to the hull surface."

"Like everybody's changing lanes all over the place?"

"Not a bad analogy. The shear stress on the surface is much greater, with a corresponding increase in friction."

"So at six knots, I can only expect laminar flow, and low drag, for about a foot or so from the bow."

"If that. The background turbulence in the water, the pitching of the boat, and the hull

roughness will all tend to de-stabilize the laminar boundary layer at a lower speed-length product. The only thing that helps maintain it is decreasing pressure — such as what's caused by a shape that gets wider and accelerates the water as it flows around it."

I must have looked very confused.

"You know, Bernoulli's principle? Pressure drops when the flow accelerates?"

I still looked confused.

"One of the most important places to have a smooth bottom is near the end of the laminar region, so that it can be extended as far as possible."

"So you're telling me that the first eight feet of the bow and the front half of the keel and rudder are the most important. I already knew that, Lee."

"But there's a way to figure out how smooth they need to be. Experiments show that if the surface roughness, expressed as the size of tangent sand grains in mils (thousandths of an inch) is less than about eleven divided by the speed in knots, then the roughness has no effect on the transition point. In other words, for the one knot speed, where the laminar boundary layer might conceivably go back eight feet, the surface roughness can be ten mils. That's actually on the rough side for a boat bottom. At five knots, two mils is okay — that's about what most people would consider very smooth to the touch. And at ten knots, you'll hurt if it's not down to one mil. That's very smooth."

"You mean I have to be able to see myself in it?" I remarked jokingly.

"Oh heavens, no! The wavelength of light is about 0.02 mils. If you can see your reflection clearly when the surface is dry, you've gone way too far."

"That's encouraging. And if I understand you so far, the first foot of the bow, where I

... and then  
stroked the leading  
edge of my rudder.

"Anyway, that's why the so-called 'laminar' airfoil sections have their maximum thickness so far back. The flow is accelerating before it gets to the maximum thickness point, and this creates a favorable (decreasing) pressure gradient that helps sustain the laminar flow in the boundary layer. But for our purposes, suffice it to say that the laminar flow region will never extend beyond the thickest part of the keel or rudder, and never beyond a point one hull, keel, or rudder where the speed-length product equals eight — and that's very optimistic."

She rubbed the side of my bow as she continued.

could get laminar flow at ten knots, has to be very smooth, and I can gradually let it get rougher over the next few feet. That's exactly what I've done, Lee!"

"You've done one important part, but your bottom will still feel the effects of roughness almost every place else. You see, once the flow turns turbulent, the allowable roughness size is even smaller. The approximate formula for 'admissible roughness' is about nine divided by the speed in knots. Anything smoother than that will be equivalent to a perfectly smooth surface. 'Hydraulically smooth' they call it. Anything rougher will result in extra drag. Now, the



drag penalty for exceeding this admissible roughness is not as great as it is in the laminar region, but it's important if you really want to have the least possible friction.

"These formulas come from a book called *Boundary Layer Theory* by Schlichting, by the way."

Meanwhile, the owner of a 45-footer, who had been sanding his freshly painted

Admissible roughness is almost entirely a function of speed.

bottom, had overheard parts of our conversation and came over to join us. He obviously had decided that talking to Lee would be more pleasant than having wet-sanding run-off dripping up his sleeves.

"You know, this is the only time of year I wish I had a smaller boat!" he said as he gestured towards the acres of bottom he had to work on. "But at least, with my big boat, everything scales up, so I don't have to get it as smooth as on a small boat."

"That's not really true," said Lee. "As I've been explaining to Max here, in a turbulent boundary layer, admissible roughness is almost entirely a function of speed. Boat size and distance from the bow have very little to do with it."

"But what about big ships? They have all kinds of surface irregularities. Isn't it their huge overall size that allows them to get away with it?"

"They don't get away with it! A 1,000 foot long ship that goes 30 knots produces about 30 percent more frictional resistance than it would if it were perfectly smooth."

"But Lee, you said that the boundary layer

gets thicker towards the stern. This must have some effect."

"It does, but it's a small one. One older book I have says that admissible roughness is proportional to length to the one-tenth power divided by speed to the nine-tenths power. So for all practical purposes, it's just a function of speed. About 9.1 divided by speed in knots equals admissible roughness, in mils."

"I guess there's no way around it, then," I said. "The faster you go, the smoother your bottom has to be."

"I'm still not convinced," said the owner of the big boat. "I read once that you could nail a two-by-four under the stern of a twelve meter, and they wouldn't even know the difference."

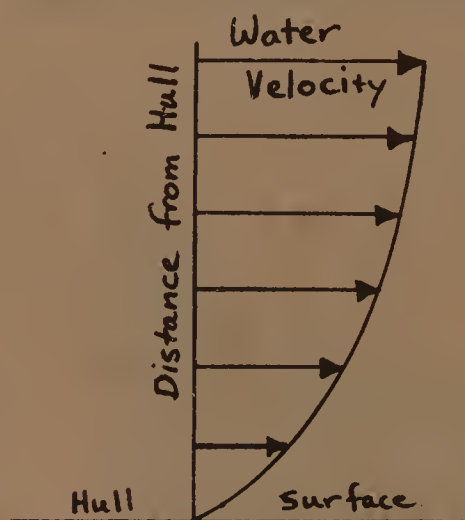
"Now you're talking about separated

and the flow behind this separation point can actually be in the opposite direction along the hull. This region of separated flow can be very pronounced on heavy boats like twelve meters, or the heavy IOR boats of a few years ago, or heavy cruising types, especially the ones with round sterns. It's true that a large obstruction in fully separated flow won't slow you down at all!"

"Was that the idea behind the twelve meter *Mariner* in 1970?"

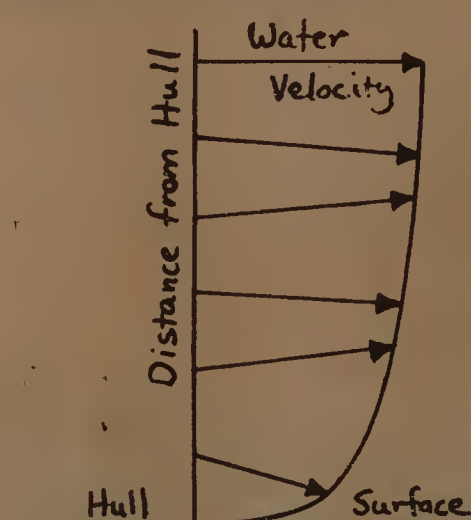
"Sort of. They tried to chop off the entire stern just aft of the separation point, to make the water think the boat was a lot longer than it measured. Except it didn't work."

"Back to my bottom," I said. "If I want my boat to be hydraulically smooth, what grade of sandpaper should I use for the final finish?"



VELOCITY PROFILE IN A LAMINAR BOUNDARY LAYER

Drag decreases rapidly as the boundary layer grows in thickness



VELOCITY PROFILE IN A TURBULENT BOUNDARY LAYER

Drag is only slightly reduced by growth of the boundary layer

flow," countered Lee, "and that's a whole different situation. You see, when the water flows around the hull it's pushed out to the side and sort of squeezed against itself, so it accelerates and the pressure drops. At the stern, the water has to fill up more space again, so it slows down and the pressure comes back up."

She was running her fingers back and forth over my stern sections.

"But some energy has been lost due to friction, so the increasing pressure stops the flow before it gets all the way to the end. The water flow separates from the boat's surface,

"Let's say the fastest you ever go is ten knots. That means the surface should be smoother than one mil grain size. According to some studies done by a paint company, the smoothest surface you can obtain using #600 sandpaper is one to one-and-a-half mils."

"Oh, god! I'll be here forever!" moaned the owner of the 45-footer.

"Don't worry too much about getting your bottom that smooth. The only anti-fouling paint that will retain that kind of smoothness in the water is the organo-metallic polymer type — like Micron 22. Conventional copper bottom paints, even the hard vinyl type, rely on the toxic ingredients diffusing up through



the paint. Except it's not true diffusion — capillary trails form little holes in the surface, and combined with other effects of immersion, the roughness you end up with after a few weeks in the water is more like four or five mils."

"That's great news," he said with a sigh of relief. "For a minute there, I thought I had a monstrous job ahead of me. If what you're saying is true, then I'm almost done!"

"I'd still spend some time with the #600, if I were you. Remember that the kind of roughness — grain shape, density, size distribution — is very different from the theoretical sand grain standard. But many people do spend far too much time on the final polish, considering what the immersion effects and periodic cleanings are going to do."

"How much will the four or five mil roughness slow me down?" I asked.

"It won't slow you down at all at speeds under two knots. Faster than that, and the effect is small, but measurable."

"So it sounds like we're stuck with the roughness inherent in the way the paint works."

"**T**hat's right, unless you want to use something like Micron, of course. Or you could try one of the new tin-vinyl paints. With these paints, the toxic compound comes out by true molecular diffusion, so there are no capillary traces. Roughness of around two mils is achievable."

"Can you use it over old copper paint, with the dissimilar metals and all?"

"The only problem, I'm told, is using the tin-vinyl paint over a non-vinyl copper paint. And you have to be careful — some popular paints with vinyl in them are really hybrids. Check carefully with the paint company first."

"Anyway, Max, I've got to get back out on the water while there's still wind."

"Just one more question, Lee. If smoothness becomes so much more important as speed increases, why is it that I only seem to

feel the effects of a dirty bottom in light air?"

"That's because at higher speeds, the wave-making, or 'hull speed' resistance, begins to dominate, and friction is a much smaller percentage of the total drag. It's not that smoothness is more important at high speeds — it's more important at low speeds. But the required smoothness for a perfect bottom, that is, one that's hydraulically smooth, is more stringent as the speed increases."

Lee felt the lower surface of my keel and then sighted along the edge one more time before getting back on her bicycle.

"I'd spend some more time on those little depressions in the keel. See you when you're back in the water, Max!"

I worked the rest of the afternoon filling some dimples in the keel, did a little more sanding, and pronounced the hull ready for paint (there's always next year to do it right). As I worked, my eyes kept drifting towards the Bay, and the sailboards darting in and out around the breakwater.

Wouldn't it be nice to have a smaller boat!

— max ebb



1539 Winchester Blvd.  
San Jose, CA 95128  
(408) 378-0400

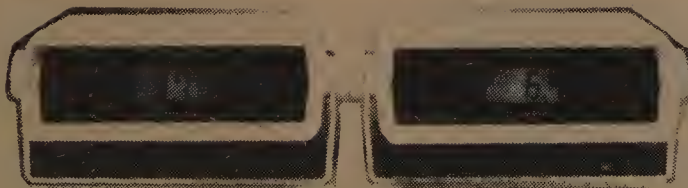


## Maritime Electronics

Complete Sales / Service / Installation / Repair  
"We Make Boat Calls"

200 Harbor Dr.  
Sausalito, CA 94965  
(415) 332-5086

DS-2

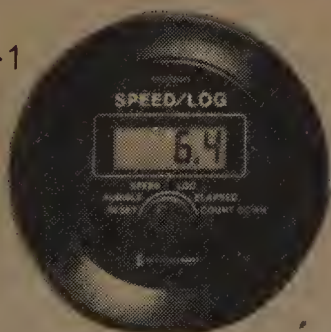


SL-2



multi function • digital display • calibration control

SL-1



DS-1



**Standard Horizon  
VHF FM  
Marine Handheld**

- synthesized
- scanner
- 71 channels
- standard equip.
- flexible antenna
- carrying case
- charger
- battery pack



**35% OFF LIST, WITH THIS AD!**

# Boat Show Special

Cow Palace & Moscone Center



# EQUATORIAL CHALLENGER

"Thank you! You saved my life", I the brave solo circumnavigator said to an older citizen of the fifth continent. Fortunately the Australian had grabbed me just a second before I walked into a car speeding down a Darwin street — speeding



'Make mine Coke' Urbanczyk in beer drinking Darwin.

down the left side of the street.

"Ya beta watch ya steps if ya come from the wrong traffic," yelled my lifesaver, letting me know that he considers traffic in the USA, Canada, and Europe as the "wrong" side traffic.

When my wife Krystyna — who eventually joined my cat Cardinal Virtue and I for a whole month in Australia — finally arrived she said, "Look Andrew, the sun is moving in the wrong direction."

"No," I told my dear wife, "the sun is moving in the right direction; it moves in the wrong direction in the northern hemisphere. By then I had been in Australia long enough to know what was right.

The aged hand that saved me from straying into traffic was just one example of the endless kindness extended to *Nord IV* and her crew in Australia. The hospitality, in fact, had started right away in Darwin.

Immediately after awakening from my first sleep in Australia, a fast boat from the Darwin Sailing Club stopped by and offered to let me anchor off their club. I told these well-meaning men that according to my charts

there wouldn't be enough water for *Nord IV* to pass through the tiny channel and into Fannie Bay. "Don't worry, follow us," my new friends said. With their guidance I was securely anchored off the Darwin Sailing Club an hour later.

"We have everything here," several members informed me as they offered me more beer than I could consume in my entire life. And although small, the Darwin Sailing Club did have everything — two bars, a billiard table, darts, a piano, lots of tables, and a portrait of the Queen. Especially dear to my then very salty heart were the clean showers with plenty of hot water. There was also a laundry (80 cents to either wash or dry), a hardware store, and a bistro.

The price of meals? A real bargain! A steak was \$5; a hamburger with fries (which they call 'chips') was \$2; a 'handle' of beer was 80 cents, and a CocaCola was 55 cents. But not everything was cheap.

"Krystyna," I said to my wife during one of the many half hour, \$55 phone calls to her before she left San Francisco, "leave all the newspapers and magazines behind and bring rum." A bottle of Barcardi in the little store near our Montara home cost \$4.50; in Darwin it was \$14! The rum we imported helped offset the cost of the telephone calls.

But when Krystyna finally got off the Qantas plane in Australia we didn't care to talk about rum or newspapers or prices; we just wanted to get *Little Eddie*, the dinghy loaned to me by Jean, the secretary of the DSC — and then out to *Nord IV*. But when we got to the beach I began to jump and shout, "Where is my dinghy, where is my dinghy?!" I was desperate, absolutely sure that somebody had 'borrowed' it forever.

Heartbroken, I turned to my wife and said, "I had it anchored right here."

"If you anchored your dinghy right here," said an Aussie standing nearby, "she's probably on the other side of Fannie Bay. Didn't you know we had an 8 meter tide today?"

Yes, I remembered, they do have 25-foot tides. That is the reason I had to anchor *Nord IV* one mile offshore in the deep green water of Fannie Bay. It sounds ridiculous, but you would not think it funny if you had to row in and out every day, sometimes in big swells and often against the current.

Well I did recover the dinghy in time to take a local news photographer, Phillip Green, out on an arduous row to *Nord IV*.

Green, who helped with the rowing, looked at his blistered palms and said, "Andrew, I am going to give you a gasoline engine." The following day the smell of fuel penetrated everything as deep as the roar of the infernal machine in my ears. But by now *Fast Eddie*, as I called the dinghy, was almost flying over the waters of Fannie Bay.

Are you aware of what Hawaii and Australia have in common? Of course both have a beautiful surrounding ocean, lots of blue sky, pretty women, and good food. But only a few people know or remember that both were subjects of barbaric Japanese attacks. All Americans remember Pearl Harbor, but how many remember that on February 19, 1942, that 250 Darwin citizens were killed and 300 wounded in an attack. Much of the town and harbor were destroyed, eight ships were sunk and eleven badly damaged.

When I gave a slide presentation in





PHOTOS COURTESY ANDREW URBANCZYK

Sydney, some of the citizens asked me, "Was language the most difficult problem for me in Australia?" I told them it was no problem at all; I had given up trying to understand it the day I arrived and that was that. No, my most difficult problem in Australia was the beer.

Certainly each country has its sacred cow. Russia has Marx's *Kapital*; America has the Capitol; England their Queen, and Australia, of course, their beer. In Australia the ability to drink huge quantities of beer is of no small importance. For the amount a man drinks is considered to be a mark of his maturity, virility, sexual prowess, sailing ability, power, and political wisdom.

"**Y**ou can't drink more than a handle?" said the pretty barmaid who gazed

Andrew's wife Krystyna horsing around with some marsupials.

at me with a combination of pity and disappointment. A 'handle' is a glass mug full of beer that a normal Aussie empties many times a day.

"Are American's all so weak?" laughed a whole crowd of guys at the Darwin Sailing Club. "Are they, really?" Dear champions of Coors, cascaders of Olympia, and masters of Budweiser, you must forgive me, but to survive in Australia for two months, I, Andrew the traitor of American beer glory, had to say, "Yes".

You wonder why I decided to stay in Australia for two months if I couldn't even finish my first handle of Darwin's most popular beer, Northern Territory Draught? The answer is simple. My sailing is based on very careful planning. Because I had heard so many sad and tragic stories about people who started "just a little bit too late" and ended up in hurricanes or winter storms, I left a one month margin between each leg of my circumnavigation. Arriving in Darwin much



Andrew's Ericson 30+, "Nord IV" the day before setting out for South Africa.

sooner than I had anticipated, I had no choice but to expose myself to N.T. Draught and all its connoisseurs.

But I wasn't about to stay too long. When up in Cassarena, a northern part of Darwin, I asked the Australian blondie who was showing me around about some twisted iron rails. "What is that?" I inquired. A modern art exhibition? Vandalism, perhaps?

"No, Andrew," she said. "The last cyclone did it. Better ya go out from here before October." She was referring to the beginning of the cyclone season.

**K**arl Malden from *The Streets of San Francisco* always told me not to leave home without an American Express card. So before leaving on my trip, I got one. In Australia I learned that many United States credit cards are not accepted, including my American Express. In Sydney I was informed there was one bank that took it, but it was on the far end of town, and it was nearly closing time.

In a Darwin store the salesman told me they didn't take VISA, but could help me if I had a MasterCard. The interesting thing about him was that he was wearing "knee-highs", what they call very long socks. It is far too hot in Darwin to wear long slacks, so everyone must wear knee-highs to all the best restaurants and clubs.

What I discovered you must not wear is a hat.





# EQUATORIAL CHALLENGER

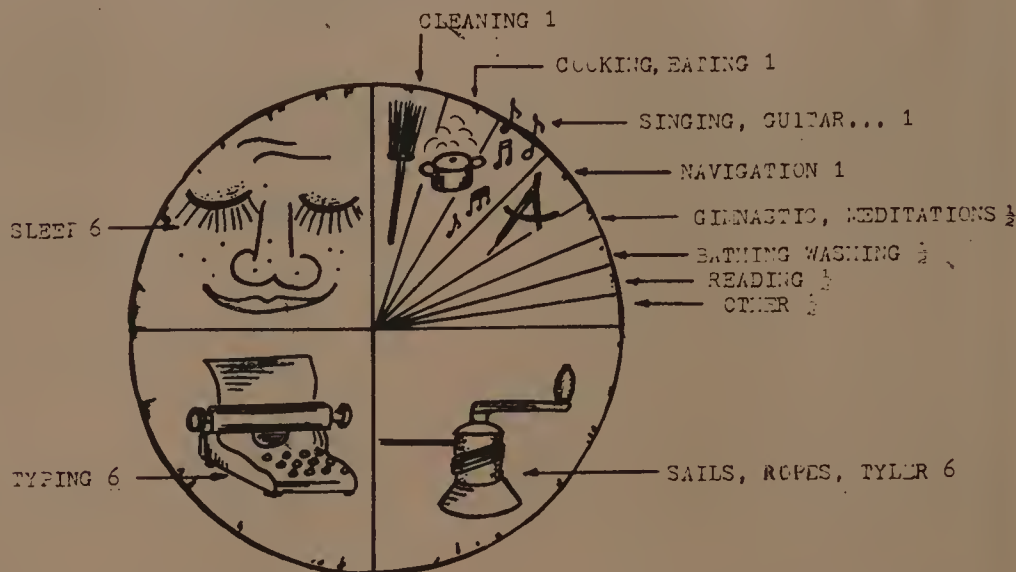
"Andy, take off your hat," said the lovely barmaid when I timidly asked for a Coco-Cola instead of a beer. I doffed my hat to show the bit of hair that had grown since I had had it all sheared off in San Francisco — thinking my "crown nest" is what she really wanted to see. Then I returned my hat to its place atop my head.

"Please take your hat off or leave the bar," instructed the barmaid. "We don't accept bad manners here." Allright, allright!

Well, everything has its end — except of course for the boomerang, which has two — so on October 1 Nord IV, Cardinal Virtue, and myself left the fifth continent and its handles, kangaroos, koalas, and Aussies. I will remember them all as best friends, excellent sailors, conscientious workers, and charming sailing companions.

Steering my boat west toward South Africa I am thinking about them and about the day when it will be time to find my ultimate place to stay. "Dear Lord," I will say, "trust me that I was not so bad a guy. Forgive me that I don't care whether I go to heaven, hell,

MY 24 H. ACTIVITY IN HOURS



purgatory, or just some abyss, place me where you will. But do me one favor, in paradise or hell, place me close to some

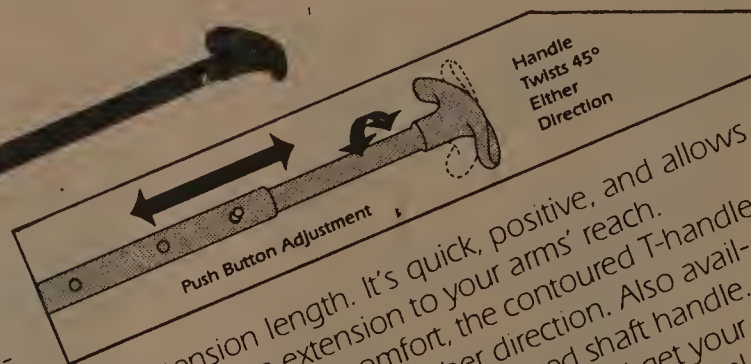
Aussies — and let them sip their beer, of course."

— andrew urbanczyk

## Tiller Extensions with Ball Joints?

**ONLY FROM NICO**

Our tiller extensions have a special Universal Ball Joint connection to the tiller head. The exceptionally strong ball is made from self-lubricating, corrosion resistant Acetal which allows the helmsman to move the extension any way he wants. When tacking or jibing, the extension can be either rotated horizontally, or flipped over vertically from one side to the other via the fiberglass re-enforced nylon yoke. Binding and limited vertical movement, common to ordinary adjustable and fixed length models from 18" to 48" Adjustable models feature a trouble free button to change



the extension length. It's quick, positive, and allows you to set the extension to your arms' reach. For additional comfort, the contoured T-handle can be twisted 45° in either direction. Also available with stirrup handle or tapered shaft handle.

See the Nicro tiller extensions and get your FREE copy of our 1984 catalog from your local dealer. Or, send \$2.00 and receive the catalog plus the following 4 Nicro publications FREE: "Basic Sailing" (regularly \$1.00); "Fitting & Rigging Guide" (regularly \$1.00); "Spinnaker Booklet" (FREE); "Guide to Better Ventilation: Power or Sail" (FREE).

Nicro Corp., Dept. RZ, 2065 West Ave. 140th, San Leandro, CA 94577

INNOVATORS FOR OVER 20 YEARS

Nicro Fico



Anaheim, Burlingame, Oakland, San Diego, Van Nuys



GREG GUMBEL, ESQ.  
N6PO/FO8FJ

2811 Telegraph Ave.  
Oakland, Calif.  
94609

(415) 451-5757

## TATOOSH MARINE

PT. RICHMOND'S CRUISING CENTER

Dealers for: PANDA 34 Cutter  
PANDA 38 Cutter  
BABA 40 Cutter, Ketch, P.H. Cutter  
PANDA 40 Cutter, Ketch, P.H. Cutter  
TATOOSH 42 Sloop  
PANDA 46 Cutter  
LIBERTY 458 Cutter  
TATOOSH 51 Cutter and Ketch

1120 Brickyard Cove Road, Pt. Richmond, CA 94801

(415) 232-7778

## COVERS MARINE — — — — INDUSTRIAL

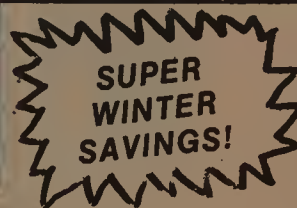


HAYNES SAILS

A FULL SERVICE SAIL LOFT

70U WOODLAND AVENUE

SAN RAFAEL, CA 94901 (415) 459-2666



"IN BERKELEY"  
Brennan Boat Supply  
5th & University Ave.  
(415) 845-4815

"For All Your Boating Needs"

### HEAVY DUTY POLYWOVEN STORAGE COVERS

10'x12'	30.00	19.95
10'x20'	50.00	34.95
12'x25'	72.00	49.95

### FOUL WEATHER SUITS

HEAVY DUTY PVC  
NYLON BACKING

100% Waterproof

Pants — Hood — Jacket

Super Buy \$19.95

## PALO ALTO HARBOR HAS SLIPS AVAILABLE

24-ft to 40-ft In Length

At \$2.25 Per Foot Per Month

Contact Harbormaster at (415) 856-1343  
or John Walker at (415) 494-1860

Paha 2500 Embarcadero Road, Palo Alto, CA 94303

## MAST KITS

Kits, partially and fully assembled spars for boats 20'-55'. The more you do, the more you save. It's easy to do: complete instructions included, no welding required; add-ons available.

Free brochure: LeFiell Marine, 13708 Firestone Boulevard,  
Santa Fe Springs, CA 90670, (714) 521-6606



## RAILMAKERS SAN FRANCISCO BAY

all manner  
of custom  
bow rails  
stern rails  
gates  
stanchions  
taff rails  
davits



bridge rails  
hand rails  
ladders  
radar  
mounts  
towers  
tapered  
stanchions

718 Kennedy St., Oakland, CA 94606 (415) 436-5262

## CHRISTMAS SPECIAL

TO INTRODUCE YOU TO OUR FULL  
LINE OF PERSONALIZED PLASTIC,  
CRYSTAL, ACRYLIC GLASSWARE  
AND PAPER GOODS FOR YOUR YEAR-  
ROUND ENTERTAINING.....

YOUR BOAT NAME IMPRINTED IN  
BLUE OR BROWN ON



100 10 oz.  
DISPOSABLE/REUSABLE  
PLASTIC GLASSES

**\$13.95**

ADD \$2.00 FOR SHIPPING

OR SEND FOR OUR FULL BROCHURE

OFFER EXPIRES DEC. 31, 1983

"MARANDER" 662 MYRTLE AVE. BOONTON N.J. 07005



## Midget Ocean Racing Association

The Midget Ocean Racing Association of Northern California is not a group for short sailors. It's for boats that are 31-ft or less racing under OYRA.

MORA's beginning goes back twenty years when Cal 20's were the dominating class. In 1970 Bill Lee took the overall prize in MORA's first Ensenada race in his 30-ft ULDB prototype *Magic*. MORA was hesitant in allowing such a radically lightweight boat to race but as it turned out, the ULDB became a welcome addition to ocean racing. This year the Express 27's were the most numerous boat in the fleet and an Ericson 30 was the largest.

Participation in MORA has increased yearly with 90 active members this season. There are ten championship races, a long distance race to San Diego and one to Monterey. The Lightship race in April marks the beginning of the season, and it concludes in October with the Half Moon Bay race.

MORA is divided into four sections: two PHRF divisions for heavy displacement and ULDB's, IOR, and MORC, a new division. The MORC measurement rule, common in Southern California, is less complex than IOR and is a popular system for rating boats under 30 feet. Paul Altman, MORA commodore, says MORC will continue next year if there's sustained interest.

To find out more about MORA, call your local midget rep at the YRA office: (415) 771-9500.

### IOR "Summertime Dream" Schumacher 1/4 Ton



**ROB MOORE**  
**SAUSALITO CRUISING CLUB**

Rob Moore was last year's overall winner and also won MORA two years ago. He says he doesn't mind losing to Gary. His boat, *Summertime Dream* won the past quarter ton championship in 1979 and 1980 when designer Carl Schumacher owned it.

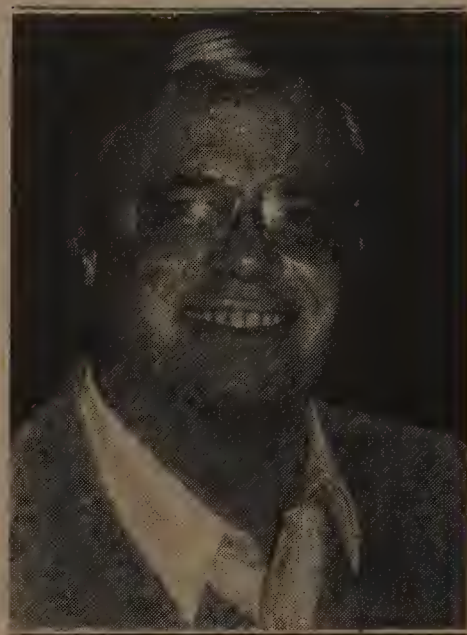
Rob grew up in Mystic, Connecticut and has been around boats all his life. He came out to California five years ago and has been working for Bill Twist in a computer leasing company for four years. Rob used to crew for Bill when the latter owned the *Chaser 33 Stuff*. Rob previously owned a Santana 20 in which he won SYRA season two years in a row.

*Summertime Dream's* crew included Jack Adam, Jim Bateman, Denny Gruidl, Grant Baldwin, Jim Gregory, Jon Ballard, Nowell Wilson, Floobie, and Carl Schumacher, who Rob calls their "spiritual leader".

Joe Runyan and Carl Frieberg in *Tequila Sunrise* were close in the wake of *Summertime Dream*, along with second place *Suzi* sailed by the Eldridge family. Rob feels it was his talented crew that put them ahead, along with having an excellent boat and some luck.

*Summertime Dream* is up for sale; Rob is looking at the possibility of a bigger Schumacher design for next year.

### SECTION I "Light 'N Up" Express 27



**GARY CLIFFORD**  
**RICHMOND YC**

"Yahoo!" Gary Clifford says about winning not only Section I of MORA's season, but being the overall winner as well. It was his first year of serious sailing in MORA, although he previously raced an Santana 20 with SYRA and sailed 505's and Lasers.

Racing and winning takes "an awespmie amount of energy," says Gary. "For *Light 'N Up* it takes an awesome amount of wind, which fortunately blew in the first half of the season." For the last half they were blessed with new sails, which Gary praises highly.

Gary says he had "an absolutely tremendous crew" — Mike Bruzone, Jonathon Livingston, Susan Lorraine, Art Fisher and Skip Rotticci. Jonathon will sail the Double-handed TransPac with Gary.

*Light 'N Up's* toughest competition was a pair of Santa Cruz 27's: Brendan Meyer's *Hot Flash* which raced only the second half of the season and Franz Klitza's *Bloody Mary* which came in second overall. John Liebenberg placed third in *Friday*, another Express 27.

Gary, who is president of Nova Systems, an energy management company in Richmond, says *Light 'N Up* has a double meaning: it's a lightweight boat and also a statement of attitude.



## SECTION II "Hurrah" Yankee 30



**JOHN WRIGHT  
PACIFIC YC**

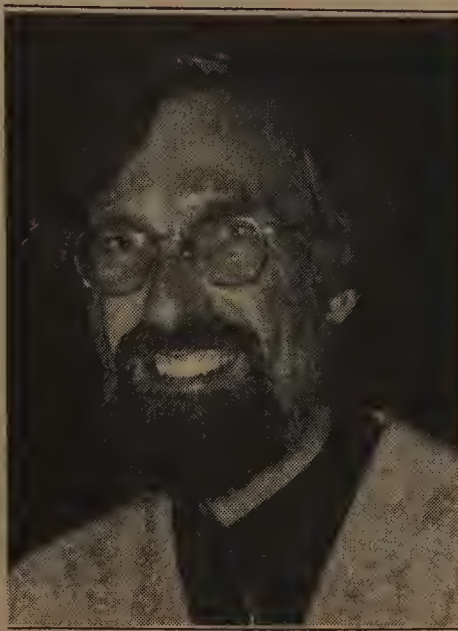
John Wright continued his winning streak by finishing first in his division for the second year in a row. He's sailed MORA for four years and has been racing his boat in the ocean since 1977. John, a brain surgeon, won the Yankee Cup in HDA three years ago.

The Yankee 30 *Hurrah* is Wright's first boat, and was purchased close to the bicentennial. He wanted something patriotic for its name and chose *Hurrah* which "also expresses the way we feel about the boat". In the beginning, John says, "It was better referred to as the Last Hurrah!"

John had a regular crew: Jim Fair, Johanna Weir and Bud Frazee who have sailed with him for six years, and Bill Bridge and Michelle Profont who've been crew for two seasons. Their toughest competition was Alex Malaccorto's Yankee 30 *Rocinante* which, with a two foot taller mast, gives them time. Alex is "an old friend and nemesis" of John's and they've sailed on each others boats.

*Hurrah's* crew is a relaxed one. "We like to win," says John, "but we also have an awfully good time."

## MORC "Flying Circus" Moore 24



**ROGER HEATH  
CAL SAILING CLUB**

Roger Heath was pleased at how close the racing under MORC measurement turned out. Richard Heckman's Olson 30 *Saint Anne* gives *Flying Circus* 18 more seconds a mile than under the PHRF rule, and used to beat the Moore every time. In MORC the two boats sailed very closely.

Roger figures he's done over 1,000 miles of racing. This is his second year in MORA; he's sailed OD-CA in the Moore class and is racing *Flying Circus* in the Metro Mid-winters. His crew, Ben Jefferies, Neils Treschow, and Oliver Daurerin know the boat intimately; they traded off on the helm, which Roger felt really helped in the seven to eight hour races.

Overall in MORC, Roger finished fifth out of 33 boats. Turnout for MORC was low, but hopes to see Santa Cruz 27's, Expresses, and other boats with strong MORC ratings race in the division next year.

*Flying Circus* was built in 1975 and named by its original owner. Roger had thought of other names to call the Moore, but after one jibe broach he realized the name was quite appropriate.

These are the overall results for the MORA 1983 season:

- 1) **Light 'N Up**, Express 27, Gary Clifford, Richmond YC; 2) **Summertime Dream**, Schumacher 1/4 Ton, Rob Moore, Sausalito CC; 3) **Bloody Mary**, Santa Cruz 27, Franz Klitz, Richmond YC; 4) **Friday**, Express 27, John Liebenberg, Richmond YC; 5) **Flying Circus**, Moore 24, Roger Heath, Cal Sailing Club; 6) **Hurrah**, Yankee 30, John Wright, Pacific YC; 7) **Half Fast**, Merit 25, Ron Landmann, Island YC; 8) **Suzi**, 1/4 Ton, Eldridge Family, Ballena Bay YC; 9) **Rocinante**, Yankee 30, Alex Malaccorto, Island YC; 10) **Saint Anne**, Olson 30, Richard Heckman, Island YC; 11) **Stampede**, Peterson 31, Larry Edenso, Metropolitan YC; 12) **Spica**, Sprinta Sport, Ray Isaacs/Betsy MacDonald; 13) **Arranger**, Ranger 29, Ralph Harding, Richmond YC; 14) **Typhoon**, Moore 24, Mike Connolly, Island YC; 15) **Hot Flash**, Santa Cruz 27, Brendan Meyer, Corinthian YC; 16) **Williwaw**, Cal 2-27, G. Alan Hunter, Island YC; 17) **Hot Chocolate**, Newport 30, Donald Oliver, Berkeley YC; 18) **Concubine**, Ericson 30, Ev Lester, Lake Merritt SC; 19) **Second Offense**, Colin Case, San Francisco YC; 20) **Sonatina**, Kaufman 1/2 Ton, Peter Corlett, Presidio YC; 21) **Mintaka**, Triton, Gerry Brown, Palo Alto YC; 22) **Hazy Image**, Moore 24, Jack Barr/Leon Constanten, Corinthian YC; 23) **Neblina**, Cal 2-27, Carter/Mosher; 24) **Wet Spot**, Moore 24, Michael O'Callaghan, Richmond YC; 25) **White Cloud**, Newport 30, Butch Swanson; 26) **Freewind**, Cal 9.2, Donald Lessley, Island YC; 27) **Critical Mass**, Custom Mancebo, John Dukat, St. Francis YC; 28) **Slow Dancer**, San Juan 24, Dennis Beckley, Richmond YC; 29) **Harry**, Newport 30, Dick Aronoff, St. Francis YC; 30) **U X B**, Express 27, William Patry, Corinthian YC; 31) **Midnight Express**, J/30, John Lowry, Cal Sailing Club; 32) **Apple Pie**, Thunderbird, Austin O'Brien, Island YC; and 33) **Flying Cloud**, C&C 30, Roger Shortz, Island YC.

— latitude 38 — joanne



## Small Boat Racing Association

The Small Boat Racing Association is one of the oldest and largest racing groups on the Bay, established almost fifty years ago with the Snipe as their first class. Today SBRA has 18 classes with over 225 members spanning the ages from adolescence to senior citizen.

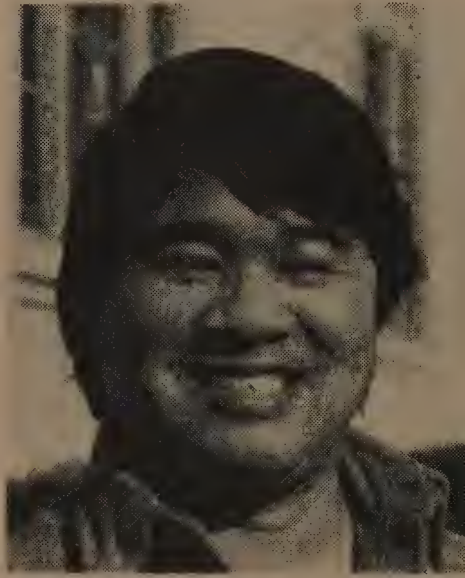
Classes range from the populous FJ fleet of 30 to the Banshees with three boats, and are divided into three divisions. Division A contains singlehanded boats such as Sunfish and the 26 boat El Toro class; Division C has the high performance boats including Lasers and 505's; and Division B is "everything else" according to Scott Rovanner, who's been SBRA chairman the past two years. This year a new class, the Laser II's, raced in SBRA for the first time.

The season begins the first weekend in March and ends in October with approximately 12 race days with two races a day. Races are held as far south as Monterey and north as Clear Lake and in various locations around the Bay — including the Oakland Estuary and Lake Merced. Members must belong to one of 35 yacht clubs affiliated with SBRA, and pay the \$20 season fee.

New officers for next year are Sean Dyer, chairman; Scott Rovanner, vice president; Earnie Bertram, treasurer; Penni Bengtson, recorder; and Paula Klipfel, secretary. For information on SBRA call Paula at (415) 569-0361.

Here are the season champions of the classes that had the highest percentage of boats qualifying:

### FJ



**DAVID WEE**  
**SAN JOSE SC**

David Wee says he was quite surprised about winning the FJ class, the largest fleet in SBRA. Three time World champion Steve Klotz provided tough competition along with Mike Schmidt who finished second and Danny Korb in third place.

David, a psychiatric social worker in Berkeley, is no newcomer to SBRA — he has sailed El Toros, Snipes and 505's. He placed third in the FJ Western Regionals and eighth in the Nationals held in Clear Lake earlier this year.

Kim Sharrar has been David's steady crew the past couple years in the boat he bought in 1979 "just in time to miss the Worlds". This year they're held in Italy, but he'll try for next year when they're closer to home.

David, who's contributed to *Yacht Racing and Cruising's* finish line section on such events as the Sunfish and Soling Worlds, says SBRA did a tremendous job this year and he's looking forward to a repeat performance next season.

### SNIPER



**WARREN/MARY LYNN WHEATON**  
**RICHMOND YC**

Warren and Mary Lynn Wheaton say it was practice that gave them the leading edge in the Snipe class this season, sailing every weekend, whether racing or not. They traveled to Southern California to sail with the highly competitive fleet in Alamitos Bay and put that experience to work for them in the SBRA regattas.

A member of SBRA for many years, Warren's been sailing since age 11 and won the El Toro class as a kid. He owned a Star for a few years and raced big boats in college, but came back to SBRA with a Snipe. It was Mary's first year on the water. Their boat is brand new and they find the hi-tech aspects of the boat allow for high quality racing.

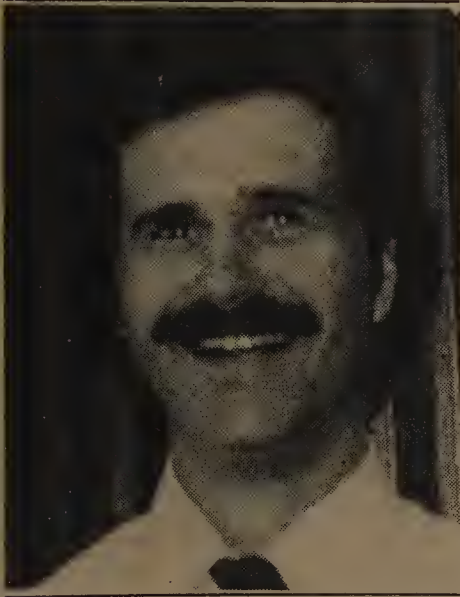
Spencer Allen, who finished second, was tough competition, along with Jim Warfield, Jim Grubbs, and newcomer to the Snipe class, Bob Suttan.

Warren and Mary, who work together as dentist and hygienist when they're not sailing, went to the Nationals this year, but didn't do as well as they had hoped. They'll be defending their title here next season and will also continue competing in Southern California.



# SEASON CHAMPIONS

## EL TORO



**DENNIS SILVA**  
**LAKE MERRITT SC**

Twenty-one years ago Dennis Silva won the El Toro Nationals, repeating his performance in 1964. After a ten year leave of absence he's come back to the El Toro fleet and won SBRA's season last year too.

Dennis' boat had a special mast, a wooden one he makes with partner Frank Healy for their H & S Toro Works. National champion winners have also used their spars. But it was his experience, he says, that really helped him win. He taught sailing at Lake Merritt for seven years to help finance his education and sailed FJ's in college. An SYRA season champ seven years ago, he's done a lot of racing on an Ericson 23 too.

The El Toro class was tough this year, with first place not clear until after the last race. Steve Briggman from San Jose Sailing Club was only two points behind. Jim Cozine finished third. "I'm lucky," Dennis says, "that Jim Warfield (a perennial El Toro champion) didn't race."

Dennis, who tied for seventh in the Nationals loves the comradery among the group he sails with in SBRA. Some of his students have gone on to be champions themselves, but he may one day have a family member follow his path — a five-year old he'll teach to sail soon.

## 505



**JIM WONDOLLECK/JAY KUNCL**  
**RICHMOND YC/PALO ALTO YC**

What Jim Wondolleck likes about the 505 is that it behaves real well. "It's the safest boat in town," he says. "You can take it out in any kind of wind." Jay Kuncle owns the winning boat and the two started sailing together last spring. Jim drives and Jay, the heavier of the two, has crewed for many 505 champions including Dennis Surtees. Both Jim and Jay sailed in the Worlds this year in Australia, although they were on different boats. Altogether, Jay has sailed in four 505 Worlds, so he has plenty of experience.

Jim has been racing SBRA since 1972, winning the EL Toro class almost ten years ago. He sailed FJ's and 505's previously, but this is his first SBRA title in either of those classes. There were many boats in the 505 class that provided stiff competition, among the top were Jon Andron and Howard Hamlin who finished second. Jim, a bean broker for Brickyard Bean Company in Richmond, is crewing for his brother Bob in an International 14 for the Richmond YC midwinters. Jim and Jay plan to defend their SBRA title next year and will shoot for the 505 Worlds in Germany.

Due to space limitation we are unable to feature every class champion. The ones we chose had the largest number of boats before qualifying in their fleet. Here are the rest of the winners:

### DIVISION A

#### BANSHEE

- 1) Jim Marazzo, San Jose SC.

#### SUNFISH

- 1) Bob Cronin, Lockheed Employees Race Assoc.; 2) Chris Rutz, Diablo SC.

#### TOPPER

- 1) Ken Finocchio, Diablo SC; 2) Lon Sharp, Diablo SC; 3) Gary Gremaux, Diablo SC.

### DIVISION B

#### LIGHTNING

- 1) Mark Patty, San Jose SC; 2) Mike Molina, Lake Merritt SC.

#### LASER II

- 1) Joe Francis/Jeff Wallace/David Shelton/Morgan Larson, Santa Cruz YC; 2) Bart Harris.

#### 420

- 1) Larry Brenden, San Jose SC; 2) Fred Lahr, ISC.

#### C-15

- 1) Craig Seavey, Lake Merritt SC; 2) Jeff Osterlund, Lake Merritt SC; 3) Vic Jewhurst, San Jose SC.

#### LASER "B"

- 1) J. Bradley King, San Jose SC; 2) Jim Coburn, Vallejo YC; 3) David Elkins, Diablo SC.

#### WING DINGHY

- 1) Jim Antrim, Cal SC.

### DIVISION C

#### I-14

- 1) David Klipfel, Sausalito CC; 2) Tom Edwards, Cal SC; 3) Alan Laflin, St. Francis YC.

#### FIREBALL

- 1) Kurt Schmidt/Kers Clausen, Richmond YC; 2) Scott Rovanner, Diablo SC; 3) George Sutton, Palo Alto YC.

#### CONTENDER

- 1) Allan James, Lockheed Employees Race Assoc.; 2) Mark Starratt, Palo Alto YC; 3) Jerry White, Santa Barbara SC.

#### 470

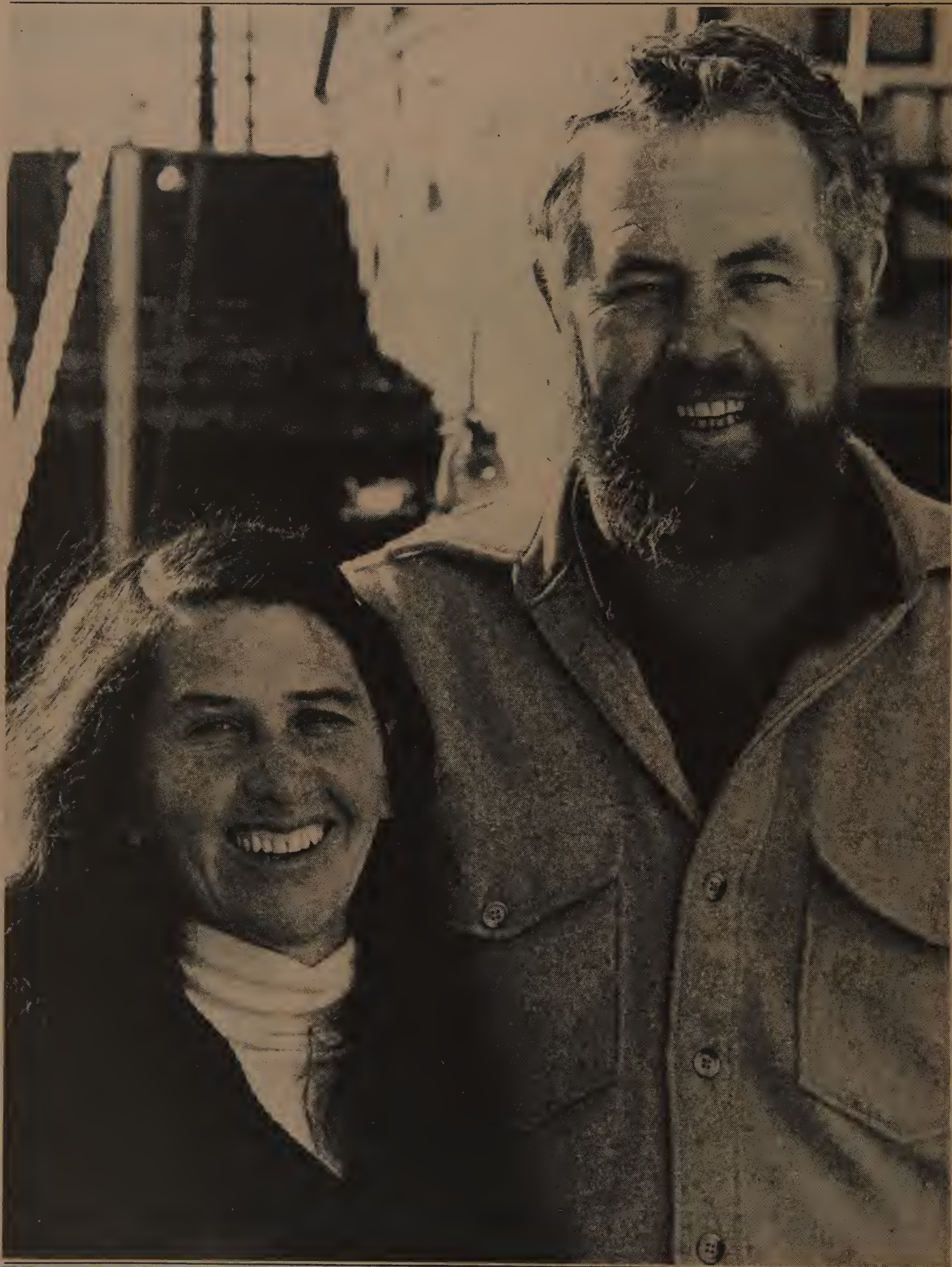
- 1) Ron Murray, Palo Alto YC.

#### FINN

- 1) Louie Nady, St. Francis YC; 2) Rick Peyran, Cal SC; 3) Rob Anderson.

— latitude 38 — joanne







# LATITUDE 38 INTERVIEW

## LYN & LARRY PARDEY

*On the basis of their magazine articles, books, and slide presentations, Lyn and Larry Pardey are one of the better known cruising couples in the world today. Somewhat ironically they've only been on one cruise — but then that one lasted eleven years.*

*By their own admission the Pardeys are 'intense' cruisers. They built their last two boats themselves, using traditional wood construction. Neither boat was equipped with an engine or even the most basic electrical system. The Pardeys like their boats small and simple. Lyn — and Larry in particular — do not have a merely casual interest in sailboat design and construction; when not sailing or building boats, they spend a lot of time examining and thinking about them.*

*The Pardey's first boat as a married couple was the 24-ft Serrafyn, in which they took their 11-year cruise. Their latest boat is the 30-ft Taleisin, which was launched October 29th in Newport Beach. Both are full keel Lyle Hess designs. Neither boat would be to everyone's fancy, but they suit the Pardey's philosophy of cruising just fine.*

*With the completion and launching of Taleisin, 44-year old Larry and 39-year old Lyn are back home on the water again, eager to resume cruising.*

**38:** Where are you and Larry from?

**Lyn:** I was born in Michigan and raised in the San Fernando Valley.

**38:** A Valley Girl? We didn't know that.

**Lyn:** I met Larry in a grubby waterfront bar in Newport Beach just three months before I was 21. The bar, the Anchor Cove, was so grubby that the ladies room flooded at high tide.

**38:** So you have long term ties with Newport Beach and it was only fitting that you launched your new boat there.

**Lyn:** Well I didn't live in Newport then, I was working for a company that owned a charter boat in Newport. You've probably heard of the company, Bob's Big Boy Hamburgers.

**38:** [Laughter]. That's wonderful. What were you doing on their charter boat?

**Lyn:** I was an accountant working in the head office, and since I had saved up \$200 in the bank, I thought I'd go down and buy a sailboat. I hadn't yet sailed, but I figured \$200 was a lot of money, and the company charter boat had a dinghy for sale.

**38:** What kind of charter boat did old Big Boy have?

**Lyn:** It was an 85-ft schooner called *Double Eagle*, which kind of served as the communications vessel for the owner's shrimping fleet. Later it was used in the filming of *The Wackiest Ship in the Navy* — and that was one of Larry's first sailing jobs, he was first mate on *Double Eagle*.

**38:** So it was a shipboard romance?

**Lyn:** Not exactly. We met through the captain, who took me to the grubby bar that evening. There he introduced me to Larry.

**38:** Did you buy the dinghy?

**Lyn:** No, and I didn't buy the skipper, but I did buy one of his old

crewmen.

**38:** Okay, give us a little rundown on Larry's past. Oh, how old are you folks?

**Lyn:** I'm 39 and Larry's 44 — as of yesterday.

**38:** You guys look like kids! We had you made for 29 and 33.

**Lyn:** We are kids, but we've been married for 19 years.

Larry was born in Victoria, British Columbia, and grew up in the Okanagan Valley. When he was 14 he moved to Vancouver. His first boat was an Indian dugout canoe with a split in the bottom, which he had to fix before he could go out sailing. It was given to him by an old family friend, and he made it a squaresail from an old Army blanket. He got that first boat when he was about ten.

Then he moved to Vancouver and heard about John Guzwell, and was thoroughly impressed with the idea of building something in your basement and then setting out to see the world in it with \$500 in your pocket. Guzwell, you remember, had the little 20-ft light displacement boat called *Trekka*. He was from up in the British Columbia area. Later Larry met the deRidders, Jane and Shelly, who were building a boat on the way to Larry's work each morning. He figured that was something he could do, so he joined a yacht club and got into racing.

**Larry:** [Getting on the second line]. Hello, what kind of B.S. has Lyn been giving you?

**38:** We've just been going over your past.

**Larry:** Well Lyn only knows the good parts, none of the juicy stuff. [Laughter].

**38:** Right now we're driving to work with you watching the deRidders building their boat.

**Larry:** Well yes, that's it more or less, I did watch them while they



## interview:

were building *Magic Dragon*. It was 40-ft reverse sheer, double bilge keel, strip-planked boat. They've been cruising in it for about 20 years.

But actually the important thing for my development was the proximity of a number of people in the B.C. area who had 'escaped'. When I met these people I found that they were 'just people', and



Michelle Zatkin does the honors on "Taleisin".

that I too could do what they were doing. I was about 19 then, working in a sawmill. Actually I'd been sailing for a couple of years at this time and had a 27-ft Tumlarén . . .

**Lyn:** . . . tell them about your first dinghy, the one you sunk on the first sail.

**Larry:** It was an El Toro. As a matter of fact, I bought it from a San Francisco guy by the name of Al Cutler — he may still be kicking around there. Al had moved up to Canada with a 26-ft boat called *Celtic Child*, the dinghy's name was *Celt*. It was my first boat, I bought it for \$75. Then I was hooked! [Laughter].

Shortly after that my dad and I went in on a 20-ft miniature Colin Archer cutter, which I sailed through the winter before buying the Tumlarén. The Tumlarén was designed by Knute Rheimers, and was quite a popular class around the world.

**38:** You were going through boats like crazy.

**Larry:** Yeah. I was selling them as I went along, and then I ended up racing the Tumlarén for five years out of the West Vancouver Yacht Club.

**38:** So you were pretty hot in racing?

**Lyn:** He won every trophy in the yacht club.

**Larry:** Oh go on! I did have one good year, however, in which I never got anything but a first or second place in about 25 races.

**38:** Let's speed up history a bit.

**Larry:** In 1964 I sold my sloop and moved down here looking for a cruising boat. I came down here and got on the *Double Eagle*, which was being run by Bob Sloan — you probably know him.

**38:** Well he's not 'Big Boy' Bob, is he?

**Lyn:** No, he was just the skipper on the boat.

**38:** Right, so Bob Sloan is the guy who built and owns the big schooner, *Spike Africa*?

**Larry:** Yes.

Being on *Double Eagle* was a hell of a learning experience for me. Bob taught me how to celestial navigate, how to rig, lots of stuff. We sailed the boat to Hawaii for *The Wackiest Ship in the Navy* TV pilot, and then we sailed back. After we got back Bob got me the skipper's job on *Little Revenge*, a 53-ft Garden ketch.

**38:** Ah ha! So you have sailed big boats.

**Larry:** A little, yes.

**Lyn:** That's why he likes little ones.

**38:** [Laughter].

**Lyn:** You know what they called the rig on *Double Eagle*?

**Larry:** We called it a double hernia rig — it didn't have any winches.

**38:** Great.

Allright, let's move along into more modern history.

**Lyn:** Okay. Larry, why did you build a boat?

**Larry:** Who's asking the questions here? [Laughter].

**38:** Well, why did you build the boat, Larry?

**Larry:** Well back at this time I was working on *Little Revenge* three days a week, so I then had four days a week to build a boat. I had bought the keel timbers and lofted the hull on *Serrafyn* when I met Lynie. I sold her a bill of goods, and she started helping me.

**Lyn:** He told me it would take nine months — just like a pregnancy.

**Larry:** I told her, "Stick with me baby and you'll go a long way."

**38:** You said it would take nine months to finish? How long was the gestation in reality?

**Larry:** From that point it took us about three years to get it in the water.

**38:** There's probably a lesson in that for all people building boats — and having boats being built for them.

Where was this happening, in Newport?

**Larry:** Newport — well Costa Mesa actually. This was in 1965.

**38:** Right in the middle of the Southern California fiberglass boat boom?

**Larry:** Yes. We got a lot of good spin-off from that, because everyone was starting to phase out bronze fittings. We got lots of good stock at economical prices.

**38:** Many of our readers are familiar with *Serrafyn* from your books and lectures, but can you give us a thumbnail sketch of the boat and why you built it?

**Larry:** She — well it was her sistership — that originally caught my eye back in 1958, I guess it was, when she won the Ensenada Race.

**38:** She won the Ensenada Race?

**Larry:** Yeah. Well the sistership did, *Renegade*, which is up in San Francisco now. She won the Ensenada Race twice overall; once in PHRF and once in CCA. I don't remember what she rated, but it was fair. They had some good people, Swede Johnson from Baxter & Cicero Sails, and some guys who knew what they were doing.

Anyway I saw this little 24-ft gaff-rigged cutter, with the plumb stem and the long bowsprit — I've always liked English cutters, they look seaworthy to me. So when I ran into this little *Renegade* I got to go for a sail, and decided I wanted one.

When I started building it, the big decision was whether to stay with a gaff rig or go to the marconi. The more I looked at the problem and at Lyn's muscles, I decided we didn't want running backstays, so I decided on the marconi rig.

**38:** Any regrets?

**Larry:** Oh no, it's the only way to go. Gaff rigs look good in photographs, but they aren't much fun. With the gaff rig Lyn would have had to call me up each time we wanted to hoist the main, reef, or anything; with the marconi rig she doesn't need any help. That makes the sailing more enjoyable all the way around.

We didn't really make any modifications to *Renegade*, although we replaced the pumping toilet up forward with a double bunk.

**38:** This was a Lyle Hess design?

**Larry:** Yes. Well the boat was credited to Lyle and Hale Field, who was the owner of *Renegade*. Hale did the rig and the interior, so



## the pardeys

Lyle put him down as co-designer on the plans. We put the boat in the water on November 24, 1968, and took off on April 1 of 1969.

**38:** And you were gone for 11 years?

**Lyn:** To the day — although that was by accident.

**38:** Let's see how briefly we can summarize eleven years of cruising.

**Lyn:** Well, we went east-about — and believe it or not, never below the Equator.

We spent the first year cruising in Mexico, after a run to Guadalupe Island and Cabo for a shakedown. There were 14 fishing boats in Cabo and three sailboats — one of which belonged to Ron Amy from San Francisco. He had a little Herreshoff he'd built.

It was in Cabo that one of the funniest things we've ever had happen while cruising took place. One of the guys in the sportfishing fleet — in fact the owner of *Eolo* who was at our launching — invited us on his sportfishing boat for dinner. They made a knockout spaghetti and steak dinner on the boat for about 20 people. Afterwards when we stepped down into our dinghy, we found it full of leftover spaghetti and meat — our dinghy had been right below the galley porthole! [Laughter].

We eventually went up to La Paz, spent the hurricane season in Escondido and Santispac, went over to Guaymas, and then came back to La Paz to deliver one of the race boats back to the states. The boat we had contracted for won the race, and therefore got a free delivery back to the States. It was a factory team deal.

**Lyn:** It was Doc Holiday's Ericson 35, *Aquarius*. I think it was the first 35 they made. Anyway we were feeling sorry for ourselves, believing we'd lost the money to go cruising for another year. But then a gentleman came up and said Doc Holiday told him we could probably bring his boat, the Cal 40 *Pantera*, back up the coast.

**38:** In the last few month's we've had a bit of controversy in our pages about that design. What do you have to say about Cal 40's?

**Larry:** I kinda agree with Commodore's evaluation.

**38:** It was a rough, hard trip then?

**Lyn:** Larry had delivered Cal 40's before. When we came around the point at Cabo, he told me I was on my off-watch and that I should take my lifejacket with me. I asked him why, and he told me because the first wave we hit would have me thinking we'd hit a rock and were sinking. He told me if I already had my lifejacket with me it would save a bit of hassle. He was right!

**Larry:** They do make a lot of noise going to weather. Occasionally they hit a wave so hard it'll shake your teeth out. And I just get that feeling the keel is dying to fall off.

**38:** They are known to be noisy because they're so flat up forward, but have you ever known anything like that to happen to one?

**Larry:** Yeah.

**38:** You have? Which one and when?

**Lyn:** One sank between the mainland and Catalina.

**Larry:** I don't know, this is only scuttlebutt, but I was told it sunk so fast that they thought the keel delaminated or came off right at the turn of the bilge.

**38:** Well, the waterfront is always full of rumors.

Let's keep going with your trip.

**Lyn:** After Mexico we went to Costa Rica, gunkholing most of the way, and eventually working for a shrimp company. We set up a tiny marina, rebuilt a big powerboat, and went on a lobster expedition on a shrimp boat. Larry was the navigator and I was the cook.

After that we headed for Panama and did a lot of rigging.

**38:** So you were picking up money as you went along?

**Lyn:** Yes. At Panama we'd been out two-and-a-half years supporting ourselves.

**38:** Let's take a little break from that cruise and talk about engines. Serrafyn didn't have one, and your new boat *Taleisin* doesn't either.

We were anchored up off Cojo a month or two ago, got blown out in the middle of the night, and took off sailing down the Santa Barbara Channel. The wind dropped to nothing after a couple of hours, and we couldn't help thinking of you two, believing you'd have been



"Taleisin" kisses water for the first time on October 29th.

out there 'til Christmas without an engine. What do you folks do in those situations?

**Larry:** We make love. [Laughter].

**38:** Seriously now.

**Larry:** [Laughter]. You can't wait until the wind stops blowing. [Laughter].

**Lyn:** He's not kidding. He's the sexiest man I've ever married.

**38:** How many have you married?

**Larry:** [Laughter]. That's what she means, I'm the only one.

**Lyn:** Seriously, the difference between most people and ourselves is that our boats are so completely our homes that when we're becalmed, we just keep catching up on those homey things we love to do.

**Larry:** It's no big deal if we're becalmed, because we're not going anywhere important.

**38:** It must be no small feat to achieve that state of mind.

**Larry:** Oh yeah. If you have to go to work Monday morning you can't think that way, it would be totally alien.

**Lyn:** It took us three months to get to that state.

**Larry:** It took six months!

**38:** [Laughter].

**Lyn:** Three months after we left.

**Larry:** No, six months. We were still running our business looking for some schedule to meet. You tear around trying to do this and that, and finally you slow down and have some fun. And nobody can experience this state of mind until they get their mind in tune with the wind and the elements, because the wind and weather don't organize for you.

**Lyn:** I'd say that people who do have engines never get to that state of mind unless it's already in their personalities. Most people always turn the engine on because someone said, "Hey, we'll meet you in La Paz on this date."

When people say they'll meet us somewhere, we say, "Good luck!"

**Larry:** [Laughter].

**Lyn:** Then when we do cross paths, it's really fun and special. When most boats don't turn up on time people get worried; when we



## interview:

turn up on time people are surprised.

**38:** How many people do you find cruising out there with such a relaxed attitude?

**Larry:** That attitude is a real luxury, incidentally.

**Lyn:** We've probably only met eight or ten in all the time we've been cruising.

---

Our boat was our  
calling card. Because of  
that it was relatively easy  
to get work anywhere.

---

**38:** But honestly, there must be times when you're sitting becalmed thinking, "Oh damn, oh hell, I wish I had an engine!" Doesn't that ever happen?

**Larry:** Sure. But how many times have you gone, "My damn engine won't run", and go crazy?

**38:** Okay, we just wanted to know if you were too good to be true or not.

**Lyn:** I think that time in the Elbe River of Germany was one time I'd have liked to have an engine. It was a safety situation, we were becalmed in a place we shouldn't have been in the first place.

**Larry:** We got in the big ship channel and should have just stayed out of it. Dumb!

**Lyn:** There was another time when we had a person onboard that got ill. But it turned out if we had an engine it wouldn't have mattered, because 24 hours later he was better and told us that he often had that happen to him and nothing could be done.

**38:** So you do recognize situations where an engine would be nice?

**Larry:** Yes. For the record, I would like to say that I don't recommend people sailing without engines unless they feel real good about it. Unless they are totally confident with just sail, they shouldn't be without one.

Sailing without an engine is like running a triathlon as compared to jogging. Sailing without an engine is doing it the hard way, but we feel it's more interesting and has greater rewards. There's more sport to it.

You know when I deliver a boat I always crank the engine on if we ever go below three knots — just like everybody else. That's because I want to get there, get back on my boat, and have fun.

**Lyn:** Larry you've just hit the most important point, you made our last boat really fun to sail. There are details on *Serrafyn* that made it a riot, a sheer pleasure to sail. But we don't try and cut the work out of sailing, we just make it a pleasure to do the work.

**38:** Alright, let's go back to Panama where you're two-and-a-half years into the cruise on *Serrafyn*.

**Larry:** Basically we had no exciting adventures, just lots of nice fun. We were diametrically opposed to getting into a lot of trouble — unlike a lot of people cruising. Lots of people go looking for it. We followed the Hiscock's model of planning everything well in advance, sailing at the right times of year, playing it safe. We figured we were sailing for pleasure, so we didn't take chances.

**Lyn:** After Panama we went up to Jamaica in what was probably our hardest passage ever. No wait, it was the second hardest

passage, that leg from Cartagena to Jamaica. It took four days and nine hours.

**38:** That's always a difficult passage, but that's a very good speed for a 24-ft boat isn't it?

**Lyn:** I know! *Serrafyn*'s a fast little boat.

**Larry:** We were making about 95 miles a day to weather — well close reaching — in big seas and a lot of wind. We were reefed down to a double reefed main and a reefed staysail. It was the normal 25 to 30 knot trades.

**Lyn:** We'd waited until what the pilot charts said was the best month for windspeed and direction.

**38:** If this Jamaica run was the second worst passage ever, what was the worst?

**Lyn:** It was one time when we got too determined that we were going to spend the winter in Malta — this was after having too much fun and staying too long in Trieste, Italy. We decided to fight the season, and make what was supposed to be a quick 900 mile run down to Malta. We ended up beating for 28 days.

**38:** What fun!

**Larry:** It was a pain in the ass.

**Lyn:** We kept stopping at islands waiting for the wind to change. We'd go out with good weather reports and then it would change to headwinds. I kept saying . . .

**Larry:** [Laughter] ". . . it's gotta change, it's gotta change" — but it didn't! [Laughter].

**38:** We imagine you felt like giving up sailing.

**Lyn:** We did — for about two weeks.

After Jamaica we had one of our best sails ever, around the west end of Cuba to Key West. From there we ended up in Miami at Coconut Grove — and flat broke, with just a month's worth of food on the boat.

**Larry:** Wait a minute Lyn, we had \$50. [Laughter].

**Lyn:** What was the name of the club, Larry? The . . .

**38:** Probably the Royal Expensive Yacht Club.

**Larry:** Yeah. [Laughter].

**Lyn:** Whatever. Larry always says never to look broke or appear worried. The next morning we were sitting on our boat, and the people next to us were doing something with their roller furling . . .

**Larry:** . . . roller snarling, not roller furling.

**Lyn:** They were doing something with their roller snarling jib and they lost their halyard. They were a nice older couple with a Newport 40, the old plywood design. Larry said he'd go up and get it, but atop the mast he discovered a cracking in the fiberglass. Dick, the owner, took a look and said, "You built your boat over there, how would you like to fix this up?" So suddenly we had seven weeks of work and were no longer broke.

**Larry:** And the couple fixed it up so we could stay at the Royal Fancy Expensive Yacht Club. [Laughter].

**38:** Throughout your travels have you found you've been able to pick up work?

**Larry:** Our boat was our calling card. Having the boat look good, and having built it was the important thing. Because of that, it was relatively easy to get work almost anywhere we went.

**Lyn:** In most places it was usually a case of having a hard time leaving once we started doing a job. People just started lining up with more work for us, so it was hard to leave.

Years later when we arrived in Malta we had ten offers of jobs the day we arrived, because a friend had said, "Wait until Larry and Lyn come because they have the tools." I think having the tools was important also.

**38:** It always seems to us that good boat workers are few and far



## the pardeys

---

between, and thus in big demand.

**Lyn:** Well Larry works hard and fast . . .

**Larry:** I may be slow, but I'm expensive. [Laughter].

In Florida we also got a bunch of delivery jobs and then moved our boat up north. We left the boat in a yard up in Virginia and did the deliveries — almost all were in Puerto Rico.

**Lyn:** The following spring we tossed a coin — literally — for England or New England. England won. We had a most interesting passage from Bermuda to the Azores to England, which took from June until the end of September.

**Larry:** In England we found that off-season cruising — meaning spring and fall — in the south coast of England was fabulous.

**Lyn:** We were pampered unmercifully!

**38:** Was it cool?

**Lyn:** San Francisco weather.

**Larry:** And if it was cool, you could always find a nice English pub that's warm. They're everywhere — literally.

**Lyn:** I will say that it is tougher sailing than found in Southern California. You have to watch the tides and there are bars — so you have to be willing to sit and wait for the right weather.

The next spring we went to meet some friends in Denmark, and then circumnavigated the Baltic. We also made side trips to Poland — one of our friends was the Secretary of Solidarity in the Gdansk Shipyard, and we haven't had a letter from her in the last year. She was the head of the Gdanian Sailing Society at the time.

**38:** As we remember from your slide presentation, you also took many side-trips into the mountains and so forth. So you weren't always on the water.

**Lyn:** That's right.

We were going to spend that winter in Denmark at one of the finest yards in the world, but we couldn't get a work permit — because of a Common Market rule — unless we were Turkish. We weren't Turkish, so we called a yacht club in England where we had been invited to winter. They said they had room for us, and I jokingly told them we'd be there for lunch one week later. We got towed through the Kiel Canal, had fabulous weather in the North Sea at the end of November, and walked into the yacht club in time for lunch just as we had said! What a fluke!

That winter we rented a 500 year old house for the equivalent of \$25 a week, and had a bit more luxury than the previous winter.

And we did some crazy things. Larry raced in the Around Britain Race, and took first place on handicap on a boat called *Chough*. It was a doublehanded race, the skipper was Leslie Dyball, who turned 67 on the race.

While Larry was away on that race I started singlehanded *Serrafyn* for the first time, and began to really find out why things happen on the boat. That changed my attitude about sailing completely.

**Larry:** Now she knew why I was concerned about things . . .

**Lyn:** . . . yeah. Up until that time I hadn't taken the boat out alone, and thus hadn't known the thinking pattern that goes into being in charge. The thinking, 'Now I have to make sure this line will run clear so when I let go of the mooring I won't run into the next boat' — that kind of thing. When you think it all out yourself instead of just being told what to do, you become much more sympathetic to the whole boat and the whole process. I really started to enjoy sailing more. But I also decided that singlehanded wasn't my cup of tea except for a daysail. It's when I realized how unsafe singlehanded is, because when you get tired you start making bad decisions.

We thought about spending the following year in England, too, but decided we'd had enough cold and went down to Spain. We spent five months cruising the north coast — this was 1974 — and

got there just in time to help celebrate Portugal's revolution. It was fun. It sounds ominous, but it was a big party!

**Larry:** A big, fun party! It was a liberation, rather than a revolution. A flower revolution they called it. There were carnations everywhere.

**Lyn:** People were giving us drinks on the streets, the whole works.

---

The difference between  
most people and ourselves  
is that our boat is so  
completely our home . . .

---

I've never seen a country so excited. Our family had been all panicked because they'd heard the word 'revolution', but we had a ball.

Later we sailed through Gibraltar, where we found the work situation attractive. In a very little time we had arranged plenty of work for the winter. Then we sailed into the Mediterranean, where a publisher asked us if we'd be willing to write a book based on seven of our magazine articles.

**Larry:** Actually we approached him with a cookbook, but he said he didn't want a cookbook . . .

**Lyn:** . . . but rather a consolidation of our previous articles. If we did that, he said he'd print at least 3,000 copies. There was no talk of money or anything.

**Larry:** This was Steve Dougherty of Seven Seas Press.

**Lyn:** He encouraged us very much and we put together the book by sailing for three days and writing for four days. We cruised all through the Balearic Islands doing that. It was a lot of fun doing it that way, because it gave us a purpose each morning.

**Larry:** We didn't get drunk in the morning. [Laughter].

**Lyn:** We got the first copy of our book, *Cruising in Serrafyn*, out about a year later. We were so excited we couldn't sleep for the next three nights! Thereafter we got a letter from the Dolphin Book Club that said it was their biggest seller in 1976, selling something like 11,000 the first week. It's sold about 25,000 in all, which is really a lot for a nautical book — a cruising book especially.

The reason they thought the book sold so well was because it appealed to a wider audience because we were in such a small boat; very few people can even dream of cruising in a 40 or 50-ft boat.

**Larry:** One of the guys at *Sail* magazine said that something like 80 percent of their readers own boats 20 feet or less in length. And our message, implicitly at least, was 'get in a boat and go sailing, don't wait until everything is perfect'. Grab it and go! Who knows what your health will be like next year, maybe we'll be in a war, now is the time to go.

**38:** Subsequently you've written a number of other books.

**Larry:** *Serrafyn's European Adventure*; *Serrafyn's Mediterranean Adventure*; and *Serrafyn's Oriental Adventure*. In between we did a couple of technical books; *The Care and Feeding of the Offshore Crew* — which I think is the best book on the subject; and *The Self-Sufficient Sailor*.

**38:** Anything in the works now?

**Larry:** Nope. We're bumming. [Laughter].

**Lyn:** We have some ideas, though. While we built the *Taleisin* Larry took 4,000 black and white photographs of the details of boat-

---



# TALEISIN

SAIL SCHEDULE					
	MATERIAL	LUFF	FOOT	LEACH	AREA
MAINS'L		34'-9"	16'-8"	37'-3"	290 <sup>sq ft</sup>
JIB		42'-0"	18'-0"	30'-0"	231 <sup>sq ft</sup>
STAYS'L		27'-0"	13'-0"	23'-0"	148 <sup>sq ft</sup>
3/4 STORM TRYS'L		15'-6"	13'-3"	22'-9"	99 <sup>sq ft</sup>
135% DRIFTER		42'-0"	32'-6"	35'-0"	557 <sup>sq ft</sup>
100% GENOA		42'-0"	25'-0"	33'-2"	413 <sup>sq ft</sup>
SPINNAKER		41'-0"	35'-4"	41'-0"	APP 1293 <sup>sq ft</sup>

## WIRE

SHROUDS & STAYS  $\frac{5}{16}$ " 1-19 OR  $\frac{3}{8}$ " 7-7 SS. WIRE  
 WHISKER & BOOMKIN SHROUDS  $\frac{3}{8}$ " 1-19 OR 7-7 WIRE  
 BOBSTAY  $\frac{3}{8}$ " 1-19 OR  $\frac{7}{16}$ " 7-7 SS. WIRE

## TURNBUCKLES

SHROUDS-STAYS-BOOMKIN  $\frac{1}{2}$ "  
 BOBSTAY  $\frac{5}{8}$ " OR  $\frac{3}{4}$ "

## LAZY JACKS

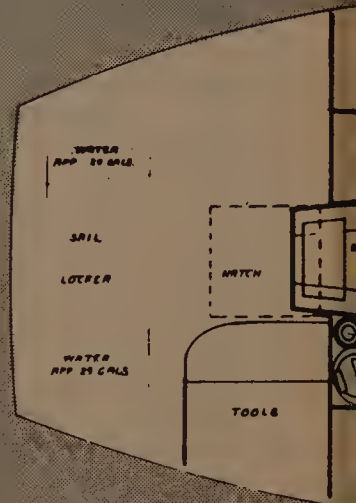
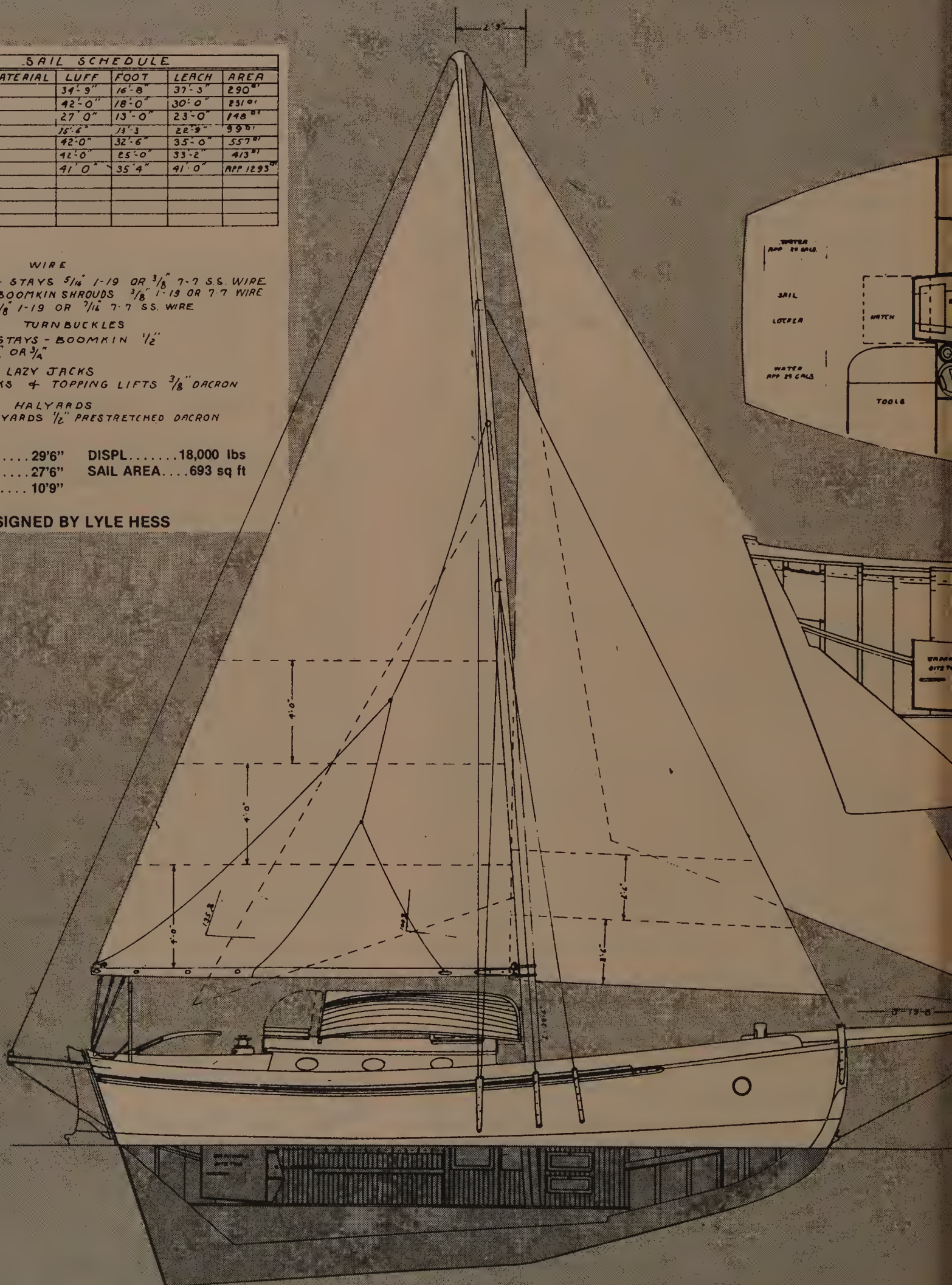
LAZY JACKS & TOPPING LIFTS  $\frac{3}{8}$ " DACRON

## HALYARDS

ALL HALYARDS  $\frac{1}{2}$ " PRESTRETCHED DACRON

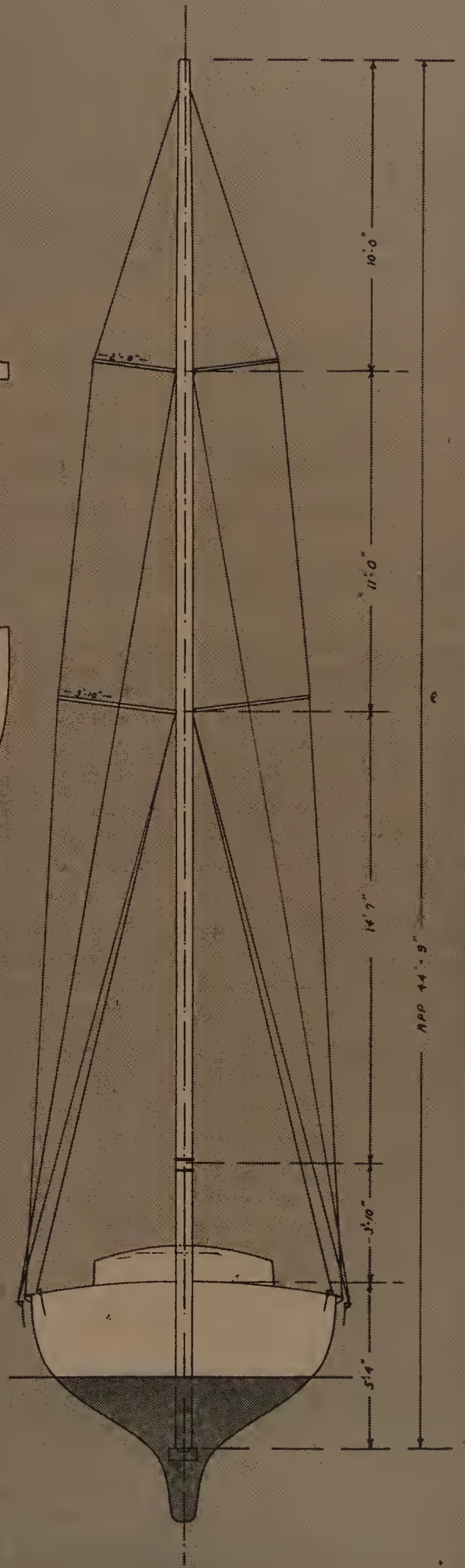
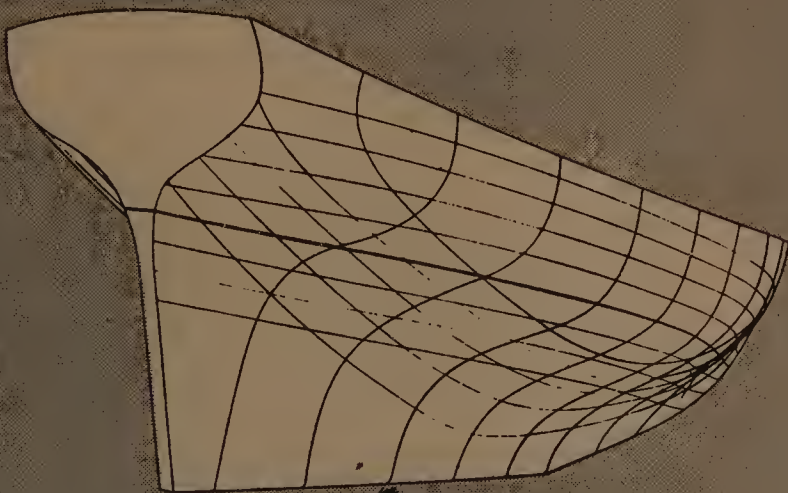
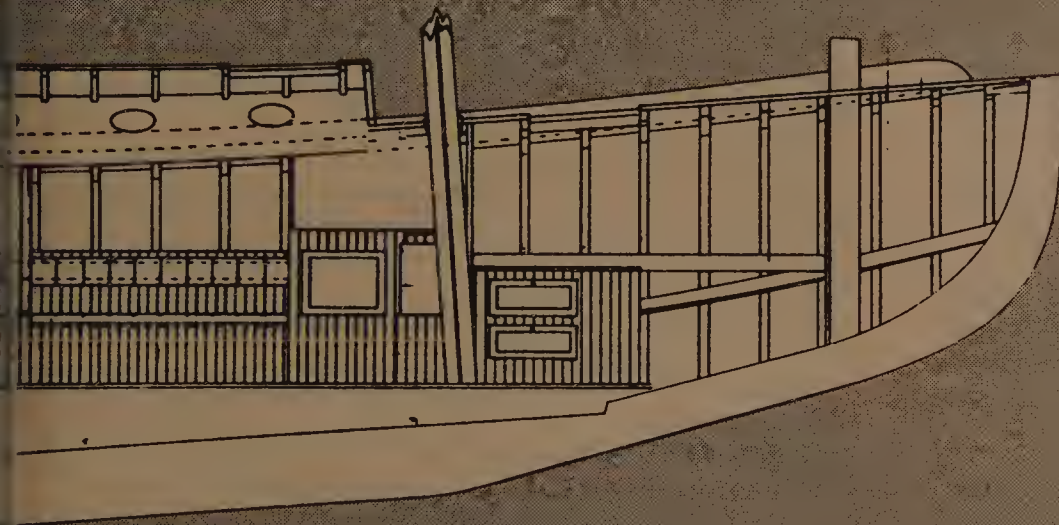
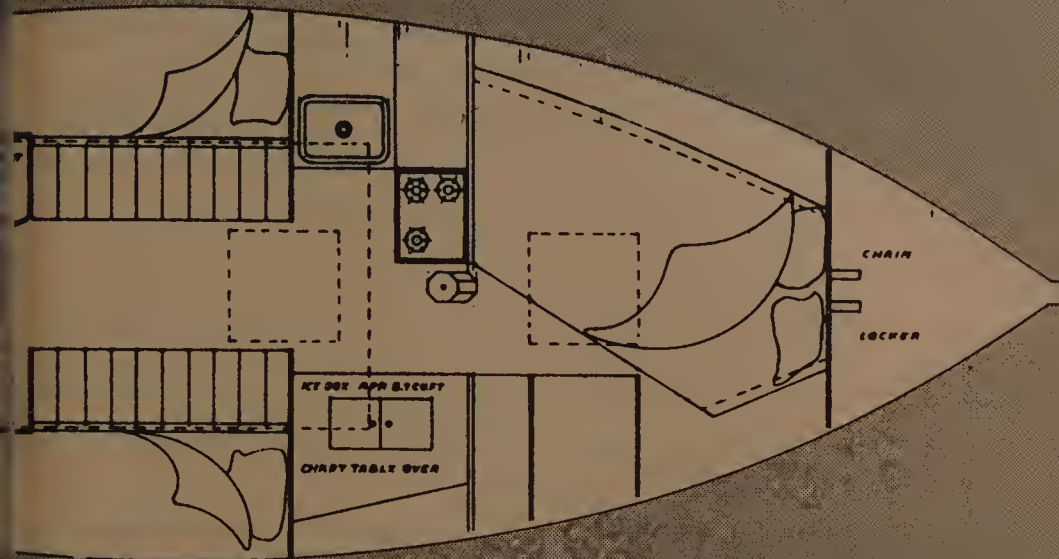
LOA ..... 29'6"      DISPL ..... 18,000 lbs  
 LWL ..... 27'6"      SAIL AREA .... 693 sq ft  
 BEAM ..... 10'9"

DESIGNED BY LYLE HESS





# THE PARDEY'S NEW BOAT





## interview:

building. So there's something there.

**38:** Back to the cruise of *Serrafyn*.

**Lyn:** In some ways we got the biggest break in our life when we arrived in Palma de Mallorca. We decided to try and find a delivery job, and got one of those that everybody dreams of — a long one. The job required rebuilding the boat in the process, so that added to

The reason we could  
cruise for 11 years is  
because we had a small,  
simple boat to operate.

the income. It was a big ketch that we had to take from Palma to New Orleans.

**Larry:** It was 55-ft with 17-foot beam, something like that.

**Lyn:** Anyway when that was over, for the first time ever we had enough money to cruise the next nine months without having to work. It was nice, because although we did work occasionally, we didn't have to plan on going to the crowded cruising centers where we were certain to be able to find work.

**38:** It freed you up to allow you to go where you want?

**Larry:** Yes. If you're interested in money specifics, we had \$5,600 clear when we got back to the Mediterranean after the delivery. That was a lot of money for us. During this time we were living on \$300 or \$400 a month — and that included everything; food, maintenance, the works.

I'll tell you flat out that the reason we could cruise for 11 years was because we had a small, simple boat to operate. That's where it's at.

**Lyn:** Larry, I disagree with one thing. It could have been cheap but you and I tend to be extravagant about sails and things like that. We always buy the best. We could have done it cheaper.

**Larry:** We could have done it cheaper, but we might not have got there. You blow out a sail and we might have lost the boat. [Laughter].

**38:** Yeah, without an engine you especially don't want to skimp on the sails.

**Larry:** Right on! [Laughter].

**Lyn:** We have a racing genoa we used once a month — it was an extravagance.

**Larry:** Oh Lyn, you're an accountant! What the hell can you expect from an accountant? [Laughter].

**Lyn:** [Laughter].

**38:** A while back you jokingly spoke about writing giving you a purpose in the morning so you didn't get drunk. Let's talk about that and about minds turning to mush.

**Larry:** Well by the time we got down to Panama about two years into our trip, we had really enjoyed ourselves. The years of skin-diving, sailing, and getting sunburned were neat, but you need a little more intellectual stimulation to keep going out there.

**38:** Is that hard to come by?

**Larry:** A little. I think it's the reason a lot of people come home. They basically get bored with paradise and lack of mental stimulation. Fortunately writing gave us that stimulation we required.

**Lyn:** The writing was fantastic. On rainy days we had something to do in the boat, and on days that was too windy to sail we'd tour

through the boatyards. Once after two weeks of bad weather in Malta everybody was going crazy; but Larry and I had a great day taking pictures of every interesting rudder in the nearby shipyard. We did a photo essay from that material which was later published.

**Lyn:** It was funny how we got started writing. We were sitting at the Panama Canal Yacht Club, a little bit bored, and picked up a magazine in which a rather well-known American sailor had written that the perfect cruising boat was 57 feet long.

**38:** Who was that?

**Lyn:** Shall I use names, Larry?

**Larry:** Sure.

**Lyn:** Well it was Arthur Beiser. In the article he said that a "few spartan souls had gone in boats as small as 30 feet". We objected to that because we were sitting at the Panama Yacht Club with 17 boats from all over the world, and the biggest one was 35 feet. There was a 17-footer, a 26-footer, a 24-footer — and all had come across oceans.

**Larry:** Our observation was that people on modest size boats — 35-ft and under — were having more fun. Their boats were easier to handle, more fun to sail, cheaper to operate, didn't need as many crew — everything was diametrically opposed to what this man said. I mean he was just full of shit. [Laughter].

**Lyn:** [Laughter].

**Larry:** That sounds bad, but it's true.

**Lyn:** So we wrote to the magazine, and the editor wrote back two words: "Prove it". This was to the editor of *Boating*, Monk Farnham. He and Steve Dougherty of Seven Seas Press really helped us out with our getting started writing.

Monk, incidentally, at eighty years of age, just sailed across the Atlantic. Singlehanded — the fool! [Laughter].

**Larry:** He's great. He's tougher than an old boot!

**Lyn:** We spent the next year cruising Italian waters; Sardinia, the Adriatic, all that stuff. There was a Half-Ton World Regatta in Trieste when we were there; Larry still has racing blood in him, so we thought we'd go up and watch. The harbor was horrid, but we saw a big Canadian flag on one of the racers, and somebody yelled, "Larry, I heard you were in the Adriatic, I hoped you'd show up". So Larry became the navigator and raced on the Canadian entry. I ended up being the guest of the yacht club, being wined and dined, just having a ball.

**Larry:** She was fighting off the Italian smoothies.

**Lyn:** Oh I was, I was! [Laughter].

We ended up being their guests, and stayed for two-and-a-half months. That's the delay that caused us to have to beat down the Adriatic for 29 days to get to Malta.

**Larry:** We pushed the season, that's what got us in trouble.

**Lyn:** In Malta we made the decision that after eight years of cruising we wanted to go back home and see our friends before they weren't there anymore. We thought we might want to build a new boat someday, but we didn't think we'd want to stop cruising for that long. Mostly we thought it would just be a good idea to get back and see everyone.

After thinking for several months, we decided to sail through the Red Sea and go east, instead of back the way we came. It took us one and a half years to complete the trip to Victoria.

**Larry:** We went through the Red Sea, the Arabian Sea, Ceylon, Malaysia, Singapore, Borneo, Manila, the Phillipines, to Japan and Canada. That last leg was 49 days.

**38:** In a quick evaluation of this 11 year voyage, we seem to remember you saying you like the cooler places.

**Larry:** I would say as a general — not a fixed — rule, that the cold-



## the pardeys

er the climate the warmer the people. Maybe it's because they get fewer visitors up in Sweden and those cooler places, so they're really glad to see you and very friendly.

**38:** Is it the people or the places that make cruising good for you?

**Lyn:** I'd say it's 90 percent the people. Neither of us are great museum goers, although we do go. It's the culture. . . .

**Lyn:** . . . the food, we're low-class wine connoisseurs. [Laughter]. We're into rough wines. [Laughter].

**Lyn:** And lots of champagne.

Oh, and it should be noted we didn't finish our cruise in Canada. We spent two summers there, before coming down the coast back to Newport. Larry introduced me to lacrosse up north, a wonderful game.

**38:** What are your favorite picks of the spots you visited?

**Larry:** If I could only go back to one, I'd go back to the south coast of England. Absolutely! It was great, it's where our history comes from. If you're technically interested in boats, it's all there. People were interested in our boat, we in theirs. It was just a super time.

**Lyn:** The second best place was the Baltic, with a close third being the Italian . . . well, the Mediterranean has terrible sailing and wonderful places. The Baltic has wonderful places and wonderful people; Denmark, Sweden, Finland.

**38:** Did you like the Adriatic?

**Lyn:** The Dalmation Islands are fabulous.

**Larry:** The Yugoslav/Dalmation coast, you could probably spend ten summers there and not get bored.

Corfu was fabulous! The Ionian, the west Greek Islands, that would be my second choice.

**38:** What about the South Pacific, are you hungry for that?

**Larry:** We don't have any experience there, in fact we've never been below the Equator.

**Lyn:** I'd like to go to New Zealand, but the problem with the South Pacific is that we've read so much about it that we feel like we've already been there.

**38:** What are the plans with *Taleisin*?

**Larry:** We'll probably end up in Europe.

**Lyn:** I want to go to the east coast of the United States.

**Larry:** She's going to get a little argument there from me.

**38:** Is there a timetable for it?

**Lyn:** Four or five months from now we'd like to be gone, but we haven't decided where to go. Larry hates that run up the Caribbean and all the little wars going on down there.

**Larry:** We don't really know where we're going. We just want to get sailing in *Taleisin*, get to know her, that's our only goal right now. When we do go cruising, however, we like to try and sail downwind.

**Lyn:** [Prolonged laughter]. Why don't we do it then Larry?

**38:** The new boat has been building for three years?

**Larry:** Yes. It's a Lyle Hess design, he did the lines.

**Lyn:** It's kind of a funny story, we asked for the lines from Lyle just in case anything happened to him because there's nobody who designs a fast boat that goes to windward like Lyle does. . . .

**Larry:** . . . general good all-around boat with no faults.

**38:** Is there any specific characteristic that makes this so?

**Larry:** I think it's the beam he can carry with the fine bow that does it. The beam gives it the best motion downwind of any boat I've ever sailed — absolutely the best of any boat, any size I've sailed. It's about 2.75 to 1 length to beam ratio. We've got almost 11 feet of beam on 29'6".

*Taleisin*'s dimensions are 29'6" in deck; 40 something overall; the waterline is 27'6"; the beam is 10'9". The displacement is up for grabs, 18,000 or so. The sail area is 693 square feet.

**38:** What sails will you carry?

**Larry:** We have a main with three reefs, no battens, and no headboard. A staysail with two reefs in it, which becomes our spitfire and storm jib when we reef it. We have a lapper with a reef that brings it down to a working jib. We have no roller snarling.

**Lyn:** We do have a downhaul on the jib.

As a general rule,  
I'd say the colder  
the climate, the  
warmer the people.

**Larry:** Yes, so that the sail comes down in the jib net. If we're worried about going out on the bowsprit, we just tweak the windvane and go downwind, then go up and take the headsail off. People worry about the bowsprit, but it's really just a light weather extension to the rig. When the wind comes up at all we go down to the staysail and main. So it's an inboard rig when there's any breeze.

**Lyn:** Something different on *Taleisin* from *Serrafyn*, we have a bright orange storm trysail. You've heard the theory that if you carry the spare part you'll never need it? We only carry the storm trysail so we'll never need one.

**38:** Good weather insurance, eh?

**Larry:** The trysail is going to be rigged so easy to use that we'll never have to use it. [Laughter].

We're also taking a tri-radial spinnaker. John Marshall was the guy who cut the sails.

**Lyn:** We also have 'Marshall's Folly', a drifter he did not want to cut for us because he said they are so old-fashioned. To please Mr. Marshall and make him feel more 'mod', we let him put in a kevlar rope luff instead of wire.

**Larry:** The sail is free-standing, we don't hank it on. Our light weather rig is that drifter set free standing on a spinnaker halyard sheeted to the end of the boom — with the main dropped — and our lapper out on the spinnaker pole. Downwind, that is.

**38:** What kind of vane do you have?

**Larry:** A trim tab on the rudder. It's not a design as such, but an evolution.

The one thing we learned in our eleven years about sails — and we haven't had any chafe problems because we use plastic hoses and stuff like that — is that the big problem is sun damage. We found we couldn't get more than three and a half years out of a mainsail; the sail shape would look perfect but the sail fabric would be rotten.

So we got into testing some ultraviolet cloth they've come up with recently. I think the stuff was originally developed to be the outer protective layer on roller snarling jibs, but we hung this cloth out in the weather for eight months at our ranch. The difference between the new cloth and the old stuff was absolutely marvelous. There was virtually no loss of strength that we could detect in the UV stuff. We tried striking a lead pencil through the UV protected cloth's, but couldn't. We could put our fingers through the unprotected cloth.

**38:** We're sure a lot of people about to go cruising will appreciate your having run those tests.

**Lyn:** We tried Hood, Watts, and North's material; all of them were a huge improvement over the normal stuff, but between them we



## interview:

couldn't tell the difference. We have North Sails, but we're not endorsing the sails as such since we haven't used them for a couple of years. But we know the cloth is great.

**38:** What about electronics and what do you use for juice? Or do you need juice?

**Larry:** We have a Zenith Transoceanic radio; we use dry cell bat-

I like being around  
the water, and I like  
being able to clean  
everything in one hour.

teries for that. We have a stereo, and that also takes dry cell batteries. That's pretty much all the juice we use.

**38:** You don't have solar cells.

**Larry:** I'm interested in that, but I don't want to clutter everything up.

**38:** What about running lights?

**Larry:** We use oil lamps. And I'd like to say that ours is the only yacht I've ever been on that always had all the regulation lights on all the time. I've delivered lots of boat, and normally we can't keep the required lights on because they run the batteries flat. That's dumb. [Laughter]. So when I deliver a boat I just run one light, usually the masthead light. It's dangerous however.

**38:** What about instruments? Wind speed, knotmeter, those kinds of items?

**Larry:** We've got a compass. [Laughter].

Seriously, the stuff we use to navigate is a Plath sextant, a little French hockey puck hand-bearing compass, a little Negus taff-rail log, and half a pound of wool for the telltales.

We did get real fancy when we entered a few races here in Southern California, and got one of those Windex masthead indicators. But we phased that out after a seagull sat on it and broke it.

**Lyn:** We do have three strobe lights.

**38:** Those are illegal now, aren't they?

**Lyn:** Well the international rules say you can use any light as a warning to avoid a collision . . .

**Larry:** . . . and I always feel that I may be about to have a collision any moment. [Laughter].

**38:** Give us the general idea behind your new boat. Did you want to have a little more room or what?

**Lyn:** It was an excuse. We really didn't need another boat, but Larry was dying to have a project again, to build something big. We'd been to 40 or 50 of the best boatyards in the world and Larry wanted to use some of the techniques that he'd learned.

**Larry:** We didn't have to come back after three years to build a new boat to keep the creative thing going, because we had the writing. A lot of guys *have* to come back and build the "perfect boat". Usually they build a boat too big for their wallet and can't afford it. I see guys who are carpenters like myself, average wage earners, who build 40-ft boats. And then they don't go sailing anymore. A mainsail costs \$1,000 or some damn thing. Everything else is proportionally as expensive.

So while they've got the base money for the boat that size, they can't buy the stuff they need for it. They just don't have it and end up

screwing themselves by building such a big boat.

**38:** Are you willing to divulge what you have in the new boat?

**Lyn:** Far too much.

**Larry:** \$38,000.

**Lyn:** \$10,000 of that we didn't have to spend, if we'd been trying to save money. But we found we had the extra money and made some expensive choices. Like upholstery, bird's eye maple doors, stuff like that.

**38:** We must say the boat looks like a jewel. Very, very impressive.

Out of curiosity, tell us how many coats of enamel you had on the overhead — it looked so thick, smooth, and creamy.

**Larry:** Five coats.

**Lyn:** We've got about six coats of varnish on the mast. Everyone wants to know, so I'll tell you, we use Man 'o War varnish. It's simple, old-fashioned, and cheap.

**38:** How often do you have to varnish — the mast for example?

**Lyn:** On Serrafyn's mast, if we put two coats on at the same time it lasted forever. The hardest test was when we put it on in Israel, then sailed through the Red Sea; after 18,000 miles of sailing and 14 months later we had to put some more on.

**38:** That's amazing.

**Larry:** Two coats, putting one on after the other is what makes the difference.

**Lyn:** What we did was touch up the mast three or four times where there were any dings that went through the varnish — just a little touch-up patch. Then Larry sanded on the way up, and varnished on the way down. Then he waited two or three days and did it again. That gave a real hard coat. Taking care of that mast became simple as soon as we got rid of the wire halyards. We now use pre-stretched line, and that eliminates all the wear.

**Larry:** The wire halyards were what was making all the dings in the mast. I think using the Marlow pre-stretch cut our mast maintenance in half. But there's a limitation on that; I'm not sure if the stretch factor doesn't become too great on boats over 35 feet. You need wire halyards in bigger boats. In fact our new boat might even be a little spongy with rope halyards.

**38:** You've been away from berths a lot; what do you carry for ground tackle?

**Larry:** We carry 300 feet of 3/8" BBB chain. We have a 35-lb plough that is our working anchor, and we have a 65-lb three-piece Herreschoff/Luke storm anchor. It stores in the bilge. We have a 20-lb Danforth, and a little Northhill for our dinghy.

**38:** What dinghy do you have?

**Larry:** An 8-ft Fatty Knees. It seems like a good little boat, it sails well, and looks like it does everything right.

**38:** And no outboard, of course.

**Larry:** No. I've got the cheapest outboard in the world; sculling locks.

**Lyn:** He sculls fabulously.

**38:** Did you ever try and scull Serrafyn?

**Lyn:** It sculls wonderfully. That I could do.

**Larry:** In bursts of speed you could get it up to two knots, and you could do a knot-and-a-half for four or five hours. It really isn't hard work, it's a gentle rocking motion. I called it my aquatic jogging.

**38:** Tell us a little about the interior.

**Lyn:** We had a wonderful, clever new idea for the interior of the new boat. However when we tried to put it in, it didn't fit.

**Larry:** Oh no. First we had Lyle design three different interiors, and finally he got pissed off and said, "You don't know what you want, go away!" [Laughter]. And he was right! [Laughter].



## the pardeys

**Lyn:** We finally decided we'd just start with what we liked on the old boat and go with that. We started with the galley, I thought it was fabulous, so we kept it the same.

**38:** Now Lyn we were going to bring that up. You have to lean under like crazy to get at the stove, don't you?

**Lyn:** Well you have to lean to look into the burner, but not the front burners. On the other hand, who cares, the soup pot has three feet between it and the deck.

**38:** Well we look at it from the big person's perspective.

**Lyn:** You don't belong on boats.

**38:** Just big ones. [Laughter].

**Lyn:** Well most people aren't as tall as you.

I've worked in our new galley for quite a bit now and I find it incredibly comfortable.

**38:** Do you enjoy being back aboard again?

**Lyn:** We love it! We've had more adventures in the last three days than most people have in a year. I like being around the water, and I like living in a small space where I can clean everything in one hour.

**38:** What is the boat made of?

**Lyn:** She's all teak with locust frames. Actually black locust frames, which is acacia. The overhead is western red cedar on port orford cedar beams. The doors are bird's eye maple in black walnut. The trim is black walnut, and the bathtub is western red cedar.

**Larry:** A sithtub, not a bathtub. You shower into it rather than taking a bath.

**38:** How much water do you carry?

**Larry:** About 100 gallons.

**38:** The stove?

**Larry:** Propane. We carry three aluminum propane tanks.

**38:** Aluminum ones are great; the steel ones rust terribly.

**Larry:** You haven't asked us how fast the boat goes.

**Lyn:** [Laughter]. You haven't asked us how many she sleeps, either. [Laughter].

One thing I will say, we were fortunate because we decided to enjoy the boatbuilding project. We found a nice place to live while we built, and it made all the difference between it being a drudge and a pleasure.

**Larry:** The last time we lived in our boatyard shop, and it was like camping out. That's alright when you're 20 or 25, but this time we thought we'd have a little nicer lifestyle and be able to entertain friends and so forth.

**38:** Speaking of getting a little older, are you worried that perhaps Arthur Beiser was really right and that you need a 57-ft boat?

**Larry:** I still wistfully look back at Serrafyn.

**Lyn:** This new boat seems big. We've tried to cut the maintenance on this bigger boat so we won't resent the extra size from that point of view.

**Larry:** You know the perfect boat? It's one that is easy and modest and small at sea, and it's 100 feet long when you're in port.

The perfect boat is  
small at sea and  
100 feet long in port.

**38:** Sounds like an interesting new design. How do you do that? [Laughter]. How do you attempt that in a 30-ft boat?

**Larry:** It would probably have to be some kind of inflatable. [Laughter].

**Lyn:** I think one big thing is not to spend cold weather winters on a boat. That's another difference between a 30-footer and a 40-footer, the smaller boat is economical enough to allow us to rent the finest houses in the offseason.

**Larry:** We did that and found it was neat.

**38:** Gives you a few months in the year off the boat . . .

**Larry:** . . . where you can do some writing and spread out.

**Lyn:** One thing I want to include about the boatbuilding. Larry and I found that by him allowing me to take charge of certain aspects of the job — instead of always being his apprentice — we both got a lot more done. I was available to help him with his end of things, but I took charge of all the finish work. He'd plane and sand, while I'd clean up and put on the coatings — I made all those latter decisions.

I will say that painters and carpenters don't always get along . . . grrrrr [Laughter], but it was really good for me to be able to spend most of the week working on my projects.

**Larry:** Lyn had her department.

**Lyn:** So I didn't feel like I was being bossed around all the time.

**Larry:** You can see she's one of those people with a Napoleon complex. [Laughter].

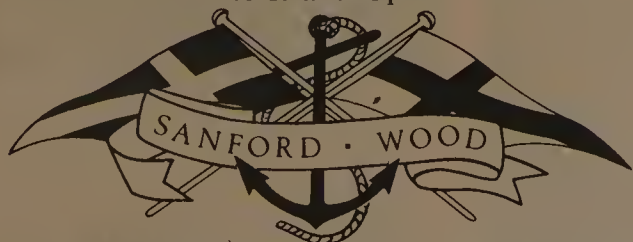
**38:** Now that we're getting personal, perhaps it's time to wrap things up. Thank you, Lyn and Larry, good luck with *Taleisin*.

### NEW CONSTRUCTION

Steel

Composite Keel (cold-molded/bronze)

40-ft and Up

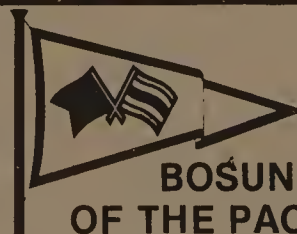


**SANFORD-WOOD SHIPYARD**

BUILDERS OF THE ALERION CLASS SLOOP

530 W. Cutting, Richmond, CA 94804

(415) 236-6633



### BOŠUN'S CHARTERS OF THE PACIFIC NORTHWEST

invites all U.S. sailors to 25% discounts while enjoying the luxury of a new C&C yacht or fine cruising trawler. Specializing in C&C Sailboats from 29'-38' and Introducing the Latest C&C Designs: C&C 29, C&C 35, C&C 37 all brand new additions to our 1984 season. Weekly bareboat, skippered charters, flotillas, learn to cruise holidays in the Gulf Islands, San Juans or Desolation Sound. Call us collect at

(604) 656-6644 or write to

**BOSUN'S CHARTERS, P.O. Box 2464L,  
Sidney, B.C., Canada V8L 3Y3.**



# BRISBANE

## BRISBANE MARINA

The blue t-shirts were everywhere. "Berth Announcement" they said, "Brisbane Marina". They were on the city staff who organized the four-day boat show and weekend marina festival; they were on the townspeople who came out for the event; and they lay on tables waiting to be sold.

Brisbane was announcing its new marina — 573 new berths that already have over 100 spaces occupied. A statewide award from the League of California Cities was bestowed upon Brisbane for its large marina project.

Built with the assistance of the Sierra Point Development Company who donated 20 acres to the city, the marina has a 3,300 foot sheet pile breakwater, and a concrete flotation system with double and single finger berths. They're going for \$3.75 per linear foot per month for the single berths, and a dollar more for double access berths, says Jane Kirby, the City Community Service Director. The harbor is eight feet eight inches at mean lower low water. There are two restrooms with showers, a fishing pier, and an 80-foot guest dock.

Dutch Moritz, Brisbane's Fire Chief and Head of Public Works, also has another title — he's the marina's new harbormaster. There's a public safety station in the harbormaster building for 24-hour boater security.

There were power boats and new sailboats in the berths for the in-the-water boat show, among them a Catalina 30, Hood 38, Hunter and a Hans Christian 43. Eleven yacht

ALL PHOTOS BY LATITUDE 38/JOANNE

brokers took part in the show. If lack of funds were a deterrent for prospective boat buyers, the Bank of America was there to assist. They had a booth conveniently set up a few yards away in the exhibit tent.

The boat receiving the most attention was *Renegade*, the 110-ft gaff rigged topsail schooner tied up at the end of the pier which



had left her anchorage in Sausalito for better protection from the storms. Steve Rendell and Vicki Morgan manage and operate the ship and love showing the boat. They are in the process of getting the boat and a crew together for a Mexico, Panama, and Caribbean cruise.

Among the dozen exhibitors under the tent were West Marine Products with jackets and calendars, the Coast Guard Auxilliary,

Rain nor sleet nor snow stop those at Benicia's Boat Show.



Benicia's waterfront condominiums with easy access parking.

yacht charter companies, and arts and crafts. There was supposed to be a 21-foot Great White mechanical shark, but he fell off the truck in Eureka and didn't make it to the opening. But the live water buffalo from Marineland was there, wandering around the new grounds.

The marina festival brought many to Brisbane for the first time. Brisbane, which is fif-



teen miles south of downtown San Francisco, may have to start getting used to new visitors; two hotels, two restaurants, and 35 shops are planned to go in next to the marina by the same developer who built the popular Seaport Village in San Diego. If Brisbane is as successful as it looks to be, it could result in bringing more organized racing to the South Bay in the future.





## BENICIA MARINA

The Benicia Marina, now a reality after ten years of planning and construction, was dedicated on October 29. Committee Chairman and Master of Ceremonies Larry Gibbs says the marina, with 220 feet of guest docks, can become a new cruising destination in the North Bay next year.

The marina, a five-phase development that will eventually have 325 berths and 192 condominium units, is entering its second

The marina is a 5.2 million dollar project, a cooperative effort between the City of Benicia and Cal Boating. Bill Satow from Cal Boating, who helped arrange the state funds, spoke at the Dedication Ceremonies. "This was a project that was to take two years," he said, "eight years ago!"

the boating public is aware that the town has open arms," says Larry. Restaurants such as the popular Dona Francesca and the Union Hotel are one block from the new marina; everything is within walking distance. Benicia is a friendly, scenic, historical community with 45 antique shops, and the old state capitol, built in 1852.

The Benicia Yacht Club, a late 1800's building moved over from the Industrial Park, is being renovated and provided a great lookout and shelter from the rain. Tied to the new pilings were Master Mariner boats and others from the Classic Yacht Association. Cal Maritime Academy brought *Hawkeye*, *Isis*, and *Wings*, and Howard Arneson, a Benicia resident, was also on hand with five offshore powerboats.

The rain didn't turn away many Benicians — George Morris, who handled publicity for the event, heard that at one point there were over 4,000 at the new sites. A clown handed out balloons at the new harbor master building, there were free boat rides, and condos were open for view.

The local Sea Scouts were there with a person at each dock making sure visitors wouldn't slip on the ramps. "It was a real town and community effort," Larry says.

The marina's channel is 185 feet wide and depth of the harbor at mean lower low water is eight feet. Mike Alvarez, from the city's



Right, midwinter windsurfers head straight for the Brisbane Marina breakwater. Above, "Renegade" tied up at the end of Brisbane pier.

phase. The Grand Opening celebrated the completion of the first phase — 69 condominiums, 178 berths, the harbor master office, boat service, and storage age. By next year the four acres of park area should be completed along with a fishing pier.



The first plans for the marina were sketched on a napkin in a Benicia bar between Larry and Warren O'Blennis, Benicia's mayor, who remained in city politics throughout the whole project.

"It's vital to the community of Benicia that

Park and Recreation Department, says berths should be available in mid-December. Old Capitol Marina holds the 60-year lease agreement — it's their first marina project and one that looks like a very welcome addition to the Bay's waterfront.

— latitude 38 — joanne



# THE RACING SHEET

With **Midwinters** in full swing, we give you a report on who, what, when and where. Also a report on the **Weaver Regatta**, racing in **San Carlos** and other races locally and around the world. Finally, information on the upcoming **San Diego to Manzanillo Race** and **MEXORC**.

## MIDWINTERS

We're feeling a little guilty that we may have shortchanged the midwinter series around the Bay by not telling you more about them. By now, most have run at least the first of their races. You can still get in on the action, though, and here's more information on how to do just that.

### Golden Gate Yacht Club

This popular series starts and finishes off the Golden Gate YC on the San Francisco City Front. Dates remaining on their schedule are December 4, January 8, February 5 and March 5. Organizer Madeline Schnapp says it still costs \$30 to sign up for any one of the ten divisions, which include IOR, PHRF and One Design racing. The longest course is less than ten miles, so with any wind you can be back at the bar before the Sunday NFL game is over. At the Golden Gate YC clubhouse you can get brunch from 10 a.m. to about 3 p.m., and dinner starts around 6:30. They award daily firsts, series trophies for divisions and an overall prize for the boat with the best record. If you have questions, call the YRA at 771-9500 or Madeline at 343-7914 after 7 p.m.

Results for the first GGYC race were: *IOR A — Chimo; IOR C — Salute; IOR D — Summertime Dream; PHRF I — Temptress; PHRF II — Another Girl; PHRF III — Cornicchio; PHRF IV — Crinan; PHRF V — Twisted; Catalina 27 — Double Espresso; IOD — Quickstep; Islander 36 — Prima Donna; Knarr — Lykken II; Santana 22 — No Name.*

### Metropolitan Yacht Club

Commonly referred to as the "MYCO Midwinters", this weekend series with 23 separate starts is celebrating its 25th anniversary this year. All courses are set on the Berkeley Circle, limiting deep draft yachts from entering. There are plenty of others,

however — around 400 are signed up this year. For sailaholics, you can race one design one day and PHRF the next, although you have to pay the \$30 entry fee twice to do so. Registration can be handled through the YRA office at 771-9500 or by calling Kurt Brooks at 284-1778 during the day. The fierce storm of November 13 wiped out the first Sunday of racing, so you haven't missed too much so far. Future dates are December 10 and 11, January 14 and 15, and February 11 and 12.

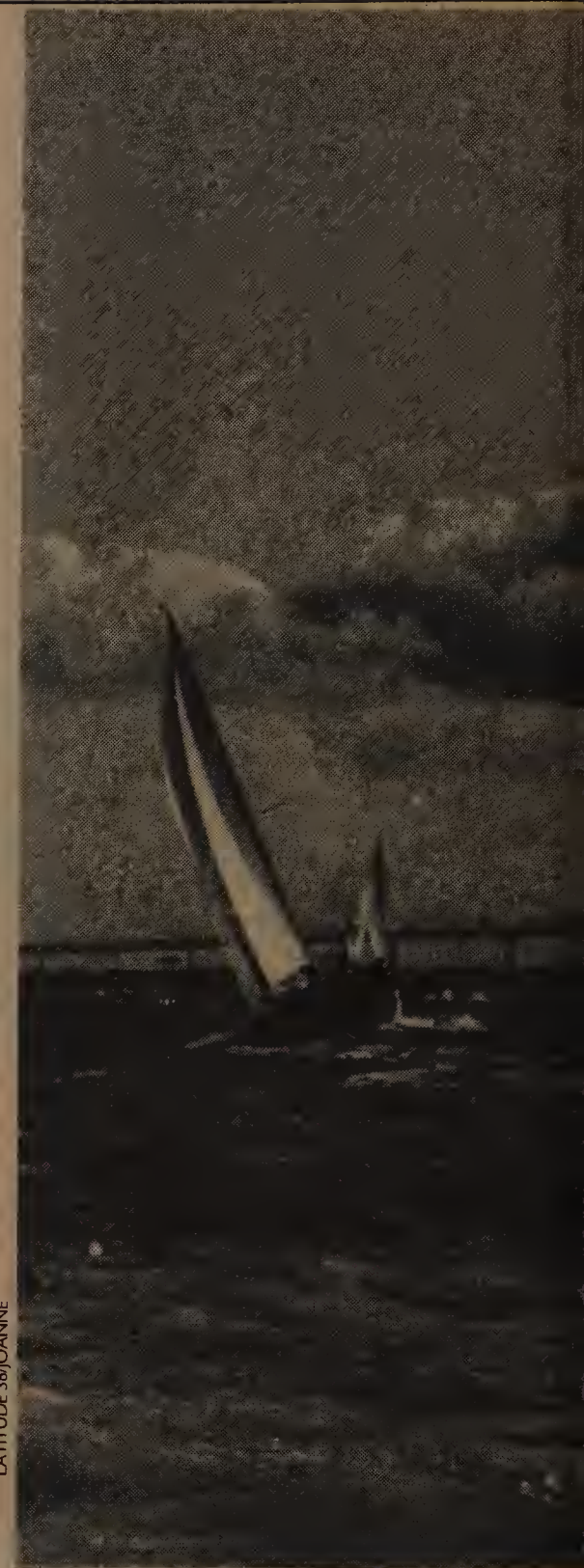
Results for the first MYCO race were: *Olson 30 — Saint Anne; Santana 35 — Breakout; Express 27 — UXB; Moore 24 — Adios; Newport 30 — Hot Chocolate; Ranger 23 — Impossible; J24 — Storm Trooper; PHRF A — Sparky; PHRF B — Mr. MacGregor; PHRF C — Magic Jammies; PHRF D — Anahita II; PHRF E — Hang Ten.*

### Sausalito Yacht Club

Sign ups for this series have risen from 15 last year to 60 boats this year, according to Sausalito Yacht Club race organizer Mike Magruder. They too had to cancel on the 13th due to the storm and may add a make-up date in the spring. Future race dates are December 11, January 15, February 12 and March 11. Triangular courses start at Little Harding and are set for the prevailing wind, if any, which can be a problem in the winter. Make sure you bring an anchor in case it turns into a drifting match, which can happen at any of these midwinter series. Courses are relatively short — the longest in 9.9 miles. The fee is only \$15 for non-SYC members and free for club members. The bar and galley are open to all. For more information, call the Sausalito Yacht Club message phone at 332-7400 or Mike Magruder at 421-6070 (work) or 897-9111 (home).

### Sausalito Cruising Club

Little Harding is also the starting area for the Cruising Club's races, which run on De-



LATITUDE 38/JOANNE

cember 3, January 7, February 4 and 25, and March 3 and 27. There are nine divisions racing, including PHRF with and without spinnaker and one design starts for Golden Gate 30's, Bears, Columbia Challengers and Santana 22's. If they complete all seven races scheduled (the first was on November 5) then there will be two throw-outs for the series. Sign up fee is \$30 which includes a late penalty. Dine at their club afterwards for \$6 and enjoy video highlights of the racing on their 52-inch screen. For more information, call 332-9349.

Winners of the first race were: *Division 1 — Abracadabra, Dennis Surtees; Division 2 — Summertime Dream, Rob Moore; Division 3 — Twisted, Don Weineke; Division 4 — Juggler, Larry Russo; Division 5 — Galante, Otto Schreier; Golden Gate 30's — Pasarlita,*





Midwinter racing on the Berkeley Circle.

Robert MacDonald; *Bears* — **Bandersnatch**, Peter Lind; *Columbia Challengers* — **Shay**, Rich Stuart; *Santana 22* — **Nemesis**, Anna Peachy.

### Corinthian Yacht Club

Over 100 yachts are entered in this series, which will race on December 17, January 21 and February 18 and 19. One throwout is allowed for the overall score in the nine starting divisions, which include PHRF, Ultralights, Etchell 22's, Ranger 23's, Knarrs, IOD's, Newport 30's, Cal 2-27's, Santana 22's and 20's, Cal 20's, Gladiators and Tritons (some classes share a start). Starts and finishes are off the clubhouse in

Tiburon and courses are short, although exposed to tidal currents at the Golden Gate and in Raccoon Straits. A special attraction is the Lester Stone Perpetual Trophy for the PHRF yacht with the lowest point accumulation in the series. Colin Gilboy at 331-8379 is the race chairman and you can also call the Corinthian at 435-4771.

Winners of the first Corinthian Yacht Club midwinter race were: *PHRF 1* — **Annabelle Lee**; *PHRF 2* — **Scherman Tank**; *PHRF 3* — **Reachfar**; *PHRFIULDB* — **UXB**; *Santana 22* — **Hot Ruddered Bum**; *Cal 20* — **Puff**; *Cal 2-27* — **Margo**; *Etchells 22* — **Rowdy**; *Knarrs* — **Gannet**; *IOD* — **Whitecap**; *Gladiators* — **Cat's Paw**; and *Tritons* — **Mintaka**.

### Richmond Yacht Club

Race organizer Rollye Wiskerson says this

series, intended mostly for smaller one design keelboat and dinghy classes, is a fun event "and there's no bitching at the race committee". You can sign up on the morning of the races, which occur on December 18, January 29 and February 26. The fee is \$3 a day or \$10 for the whole series. Racing is held south of the Richmond breakwater for the bigger boats, such as Etchell 22's, Tornados, 505's, International 14's, Snipes, Lightnings, Finns, Lasers and International Canoes. The El Toros sail inside the breakwater. Juniors under 17 years of age and participating in youth programs at Bay Area yacht clubs can get in free if they're sailing El Toros, Lasers or FJ's. For more information, contact Rollye Wiskerson at (707) 642-9870 or the Richmond YC at (415) 237-2821.



# THE RACING SHEET

## RACES PAST

### Weaver Regatta

The third running of the Weaver Regatta drew 39 boats on October 29th for a flukey winded yet spirited race. Named in honor of former Sausalito Cruising Club Commodore Charlie Weaver and his wife Helen, who disappeared while cruising in the Pacific on their 40-ft motorsailer *Valhalla* in 1979, the race has evolved into a fairly competitive contest. The initial offering drew 90 boats, many of them cruisers in the 50- to 70-ft range. This year the entries included several IOR racers such as Bill Erkelens' Wylie 40 *Lois Lane*, Dr. Jerry Jensen's Farr 50 *Sanguind* and Leland Wolf's Serendipity 43 *Wolf-pack*.

Line honors went to John Bulton's Olson 40 *Ambush* in the big boat division, but they were unable to hold off the well sailed J35 *Smokin' J*, steered by Dave Hulse. Hulse took the lead on the first leg, drifting around the Yellow Bluff buoy in a dying northwesterly. *Ambush* started several minutes late, and sailed through the fleet, but had trouble breaking Hulse's covering tactics. Finally on

the spinnaker reach from Alcatraz to Angel the longer boat took over. The wind again died at the finish and *Smokin' J* managed to drift across the line close enough behind to correct out the winner.

The non-spinnaker fleet, headed by Lon Price's BB 10 *Aventura*, sailed a shorter course than the spinnaker boats, the later traveling some six miles from start to finish. Each division winner received a keeper trophy while the perpetual remains with the host Sausalito Cruising Club.

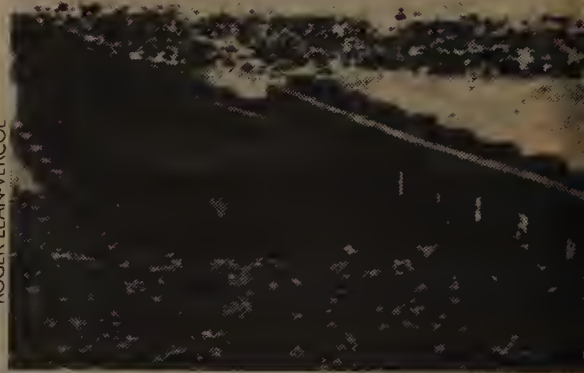
Results: *Division 1 (Under PHRF 173)* — 1) *Smokin' J*, J35, Dave Hulse; 2) *Ambush*, Olson 40, John Bulton; 3) *Riff Raff*, Santana 35, Jack Air. *Division 2 (PHRF 174 and above)* — 1) *Summertime Dream*, Schumacher 1/4 tonner, Rob Moore; 2) *San Egal*, Excalibur 26, Phil Macafee; 3) *Roquefort*, Newport 30, Bob Marshall. *Division 3 (non-spinnaker)* — 1) *Aventura*, BB 10, Lon Price; 2) *Class Action*, Catalina 30, Dean Dietrich.

### San Carlos International Columbus Day Yacht Race

The two day regatta in mid-October is sponsored by the Marina San Carlos and consists of two races. The first day's course is 17 miles from a single start for all classes off the Hotel La Posada beach at San Carlos, Sonora, Mexico. This is usually a downwind



ROGER LEAN-VERCOE



run to Cabo Haro, then a 90° turn eastward into Guaymas harbor approaches, and finally a short beat into the harbor itself. The second day the course is reversed, but the start is moved out of the crowded harbor making a 14-mile course, usually a hard beat. In 1982 there were four dismastings. On the other hand, in 1981 there was so little wind that the fleet was swept over the starting line twice by the tide before they got off. The two day's times are combined and scored as one. Take-home trophies are, appropriately enough, ironwood carvings of sea-life by the Seri Indians with suitably engraved brass plates. Both the Governor of Sonora and the Mayor of Guaymas donated trophies.

The varied fleet of 48 attending the 13th running of the race was composed of boats trailered in for the occasion, as well as cruisers wintering at San Carlos, or passage-makers readying for post-hurricane voyages. The diversity of size was highlighted by the Swan 44 *Astrid*, the Olson 30 *Brujo*, the San Juan 24 *Bigamy*, and the Holder 20 *Margueritaville* that battled for PHRF honors.

The Olson sailed away from the fleet both days as it has in years past. The Swan was right behind her. In Saturday's moderate-air spinnaker run the San Juan finished third, nosing the Holder into fourth. On Sunday, after a windless start that left many drifting across the line fifteen minutes after the gun, the wind piped up to 25 knots with four-foot waves and an adverse tide. It was a long hard beat back to the finish at San Carlos, and the Holder bumped the San Juan into



LATITUDE 38/SHIMON





Launching off Pevensey Beach at the International 14 Worlds. Left, Weaver Regatta action. Below, San Carlos winner Bob Schmidgall.

fourth to finish. On corrected times, the San Juan took first place in the eight boat fleet.

The high handicap Portsmouth Class was a mixed bag of 18 smaller boats from a well-sailed Montgomery 17 *Linda Lee* which took second in class to a heavy old Rawson 30 *Birinci Mevki* which placed sixth.

The low handicap Portsmouth Class was the largest with 22 starters. A Montgomery 23 *Deception* dominated both days. The number of Montgomerys — eight 17's and two 23's, attest to the popularity of this deceptively old-fashioned looking boat as a fast racer/cruiser.

**PHRF Class** — 1) San Juan 24 **Bigamy**, Dennis Lynde, 5:28:21; 2) Olson 30, **Brujo**, Neil Clark, 5:31:59; 3) San Juan 23, **Norna**, Peer Bjornslad, 5:36:57.

**High Handicap Portsmouth Class** — 1) Santana 21, **Lil Rough**, Bob Schmidgall, 7:53:27; 2) Montgomery 17, **Linda Lee**, Tom VanAtta, 7:57:10; 3) Aquarius 23, **Nomad II**, Don Brumbaugh, 8:00:12.

**Low Handicap Portsmouth Class** — 1) Montgomery 23, **Deception**, Stan Brinkler, 8:04:18; 2) Santana 27, **Traumeri**, Frank Griffith, 8:20:34; 3) Sequest 26, **Sand Dollar**, Harry Miley, 8:24:44.

## Et Al

Paul Tobie of Oakland placed tenth in the Hobie 14 Nationals at Ventura from October 31-November 5. It marked the first time in a decade of Hobie sailing he cracked the top

ten in the Nationals, and earned him the right to attend the world championships in the Phillipines in January. Team O'Neill has agreed to sponsor him, assuming he can get the time off from work. Paul sells boats for Golden State International Yachts in Oakland.

On the other side of the globe in England, Alameda boatbuilder and designer Chris Benedict put on a good show at the International 14 Worlds in September. Sailing one of his own designs with Matt Blake as crew, Chris came in second in the 73-boat field. The Bay Area duo also took a third in the



historical Prince of Wales Cup, a 15-mile triangular course set in the open ocean in Force 5 winds with higher gusts. Chris stayed on after the racing to build a mold for his latest 14 design, the Benedict Mark IV, which he hopes will turn out many hulls for

the European market. He should be back at his Alameda shop by February, and has indicated he'd like to get involved in an All American Aussie 18 campaign. If the sailors from Down Under can beat us at the 12 meter game, why can't we beat them at Sydney Harbor skiff sailing?

Other Bay Area sailors have the same goal in mind, and the Aussie 18 winter sailing schedule on the Oakland Estuary has gotten underway. Fleet captain Pakhtun Shah reports that Joe Hulse's *Diver Joe*, which sailed with a handicap in the second and third heats, leads the series, followed by *Norcal* and *Stubbies USA*. Pakhtun adds that the Coors boat is available and if someone wants to find out what gung-ho dinghy racing is all about they should call him at (415) 865-2305. Health insurance is optional, but recommended.

## RACES FUTURE

### San Diego to Manzanillo and MEXORC

If you missed the Cabo San Lucas race, don't worry. There's still time to enter the San Diego to Manzanillo long distance contest for IOR yachts, which starts on January 28th. According to race chairman Sandy Purdon of the host San Diego Yacht Club, 25 boats have already paid their entry fee. Over 130 requests for information on the race have been received — in the four previ-



# RACING SHEET

ous runnings of this biennial event there were never more than 65 requests! "We expect a record fleet," says Sandy.

Confirmed for the 1,200-mile run from Point Loma to the finish off Las Hadas resort on Manzanillo Bay are such notables as Monty Livingston's Peterson 55 *Checkmate* (ex-*Bullfrog*), Sy Kleinman's Frers 58 *Swiftsure*, Nick Frazee's new Nelson/Marek 68 *Swiftsure*, and the venerable Bill Lee 67 *Merlin* under charter to Terry Lingenfelder. Purdon adds that at least 12 boats are being built to compete in the race, and Dennis Conner has indicated he'll enter his new Nelson/Marek 41 *Reliance*.

Entries close January 2nd, and Pardon says that they may have to even limit the field if they feel the facilities at Las Hadas will be overloaded after the finish. The quality and experience of the boats will be the first criterion, followed by when the application and entry fee were received. Las Hadas will be celebrating its tenth year of operation, so the parties onshore should be mucho grande. There will also be a special cup for Swan boats in the fleet, the trophy being put up by SoCal sailing entrepreneur Dick Seay. Fourteen Swans are expected.

The added kicker to the race is the Mexican Ocean Racing Circuit (MEXORC) which follows from February 10th to 18th. This seven race series, also for IOR entries, offers four closed course contests and three distance races, with stopovers at Tenacatita and Careyes. This increasingly popular series offers a week of good racing in sunny Mexico — a nice change of pace from the rain and snow back in the Estado Unidos. Deadline for entry in MEXORC is February 8th.

For more information on the San Diego to Manzanillo race, contact the San Diego YC at 1011 Anchorage Lane, San Diego 92106. Cindy Titgen can be reached there by phone at (619) 222-1103. You can also call Sandy Purdon at (619) 481-3300. Information on MEXORC can be obtained by writing MEXORC 84, Federacion Mexicana

**MEXORC '84**

Manzanillo  
Tenacatita  
Careyes

10 al 18 de febrero

FMV

da Vela, Balderas 36 piso 13, Centro-Deleg. Cuauhtemoc, 06050 Mexico, D.F. The telephone number is 510-19-74.

## Clipper Cup

The premier IOR event in the Pacific next year will be the Pan Am Clipper Cup in Hawaii from August 4-19. The host Waikiki Yacht Club won the St. Petersburg Yacht Club Trophy, emblematic of excellence in race management, for their superb organization of the last Clipper Cup in 1982. For information about the 1984 version, write to Ken Morrison or Richard Gooch, c/o Waikiki YC, 1599 Ala Moana Blvd., Honolulu, Hawaii 96814.

Of interest in regards to this event, which features some of the finest ocean racing on earth, is a pool of charter yachts which will be made available to visiting sailors. Libbie Kamisugi, co-skipper of the Davidson 40 *Libalia Too* and a veteran of all three Clipper Cups and other grand prix IOR events, is

coordinating a clearinghouse for yachts available for charter and sailors looking for such a boat. East Coast and European skippers, who might be put off by the prohibitive costs of shipping their yachts to Hawaii, are especially encouraged to participate.

Libbie, a real estate and yacht broker in Honolulu, is looking for race ready and competitive yachts in the 26.0 to 70.0 rated feet range. The boats must be shipshape and fully outfitted with proper sails, single sideband radio, safety gear and all the required equipment needed for Clipper Cup competition. Libbie points out that owners of the charter craft may be able to participate on their own boats, and regular crewmembers may also be needed to round out the charterer's requirements.

For a complete information sheet on the charter program, write to Libbie Kamisugi at Libbie & Co., 1060 Young Street, Suite 210, Honolulu, Hawaii 96814. Her phone number is (808) 523-1381.



# THE FABULOUS RACER X-102

## 1983 RESULTS

WINNER — Production  $\frac{3}{4}$  Ton World's (3rd time)  
WINNER — Stone Cup  
WINNER — Lightship Race  
WINNER — San Francisco Bay Championship  
2nd PLACE — Farallones Race



**SPEEDSAILING** SPECIALISTS, INC.

1940 LAFAYETTE ST., SANTA CLARA, CA (408) 727-4459

ABRACADABRA WISHES VOILA FABULOUS  
CHRISTMAS SEASON



OUR X-102 SAIL-AWAY FOR UNDER \$60K

**SPEEDSAILING**  
SPECIALISTS, INC.

1940 LAFAYETTE ST., SANTA CLARA, CA (408) 727-4459



# CHANGES

With reports from **Contrary to Ordinary** in Cabo San Lucas; **Scott Free** in Jamaica; **Tin Lizzie** in Puerto Escondido; **Keaki Rose** in Daytona Beach; **Blue Sky** in Massachusetts; **Malaga** in Guaymas; **Mar Y Vent** leaving for the Canal; **Dans'l** in Beaufort, North Carolina; **Meander** in New Guinea; **Avaiki** in French Polynesia; **Stone Witch** headed south; **Orient Star** in Bora Bora; **Renegade** in Sausalito; and **Deliverance** in Marina del Rey.

## The Cabo Report **Contrary to Ordinary** *Latitude 38*

We raced down to Cabo San Lucas in the Long Beach Yacht Club's race, and can tell you that as of November 17, everything at the tip of Baja is hunky-dory.

Before the race started a representative of the Mexican government told the assembled racers that there would be absolutely no problem anchoring in Cabo's outer harbor, and this proved to be true. While 25 or some of the much-discussed mooring buoys were in place, only about half of them were being used. Some 30 sportfishing and about four cruising boats were anchored all along the Cabo waterfront; in front of, behind, beside, and even between the mooring buoys. The mooring buoys themselves did not look to have been laid down too efficiently; at least the space is nowhere near as well utilized as Avalon, for example.

(It should be noted that the Mexican official — whose name we didn't catch over the dining room din — indicated that once berths were put in the harbor — and that might take a year or two — the free anchoring situation might change. He wasn't explicit about what would happen, but we got the distinct impression that once the berths are in place cruisers who want to stay in Cabo San Lucas are going to have to help pay for the investment the Mexican government has made whether they anchor, moor, or berth in Cabo. Some folks may not like this, but we think it's only fair).

One big change we did notice at Cabo was that boats were not anchoring in the inner part of the inner harbor, as was popular last year. We don't know if this is because it has silted in or because officials are keeping boats out, but vessels were conspicuous by their absence. There was quite a collection of sportfishing and sailboats in the center of the inner harbor; however, as boats begin to arrive in larger numbers we suspect that most of these will be cleared out.

Our trip down the coast and our short stay

in Cabo featured fine weather. We got a moderate southerly leaving Long Beach, but after a day the wind came aft and blew between 5 and 30 knots for the duration of the trip. We encountered only a brief bit of light fog and the temperatures were unexpectedly warm — this at the very same time Northern California was getting ravaged by the first violent storm of the season.

Cabo was its normal knockout self, inherently as beautiful as ever. The water temperature gauge on Dennis Choate's *Brisa* read 82 degrees, and it felt every bit that warm. The body surfing on the Pacific side of Lover's Beach was gnarly but refreshing; we went four times in a day-and-a-half. The air temperature during the day was great to bake in, and hot enough to kill you if you played volleyball too long in front of Las Palmas. Some folks got a little cool at night wearing shorts when the breeze blew. Temperatures will no doubt drop a little in December, but most cruisers will be able to survive.

The main beach was lovely and clean, with very few traces of the 27 boats that were wrecked there last December. There are several large buildings being built on the northeast end of the beach, and we wouldn't be surprised if there isn't a lot more development in years to come.

The immigration and port captains offices are still in the same places if anyone still has *Latitude 38's* old Cabo map. The officials were exceedingly friendly and even let us forge crewmates names on tourist cards to save time. Leonard's tacqueria still does a landslide business and the Pemex station is where it always was. However the guy who used to run the fresh water hose out into the bay is no longer doing it. It's probably easiest to get fuel and water at the old cannery, although the fuel is more expensive than at Pemex and you must obtain a fuel permit.

In early November Cabo San Lucas was packed, with every hotel room in town taken. Our flight to Los Angeles by way of Mazatlan was also packed, and the boarding



LATITUDE 38/RICHARD

agent reported that the next day's flight was overbooked by 40 percent. If you have guests coming down, be forewarned. Be sure to get to the airport early too, as first in line often has priority over reservations. Mexicana and Aero Mexico are currently flying one plane out each day; Aero Mexico early in the morning, Mexicana in the evening.

Prices in Cabo were generally a little higher than they were last year, but still awfully reasonable. Four big huevos rancheros breakfasts at a nice palapa came to less than \$4. Pan Frances at Leonard's is still less than a buck.

One night we had a group dinner at one of the BBQ places. For \$9, tip included, we got guacamole and chips, salad and beans, an





Cabo San Lucas inner harbor, mid-November 1983. The Cabo race fleet is Med-tied to the Hacienda sea wall.

## Scott Free Jamaica

While on holiday in early November, Napa's Scott Free flew into Jamaica to visit friends. He took with him some copies of the November *Latitude 38*. He and several of the islanders there reacted strongly to Peter Leth's comments about Kingston and the east end of the island being a pretty rough neighborhood. "People need to realize," says Scott, "that Kingston is a real Third World city. It's not a holiday resort, and it's certainly not geared for tourists."

While he was in Jamaica, Scott, who owns a Dreadnought 32 cutter which he

keeps in Napa, scouted around to find out what was available for visiting yachties, especially at Kingston Harbor and the south shore of the island. At the Royal Jamaican Yacht Club, located on a peninsula south of Kingston, he talked to Margaret Thompson, the club's bookkeeper. She says most people "make the same mistake: they come into RJYC without stopping first at Port Royal, which is where the Coast Guard, customs and quarantine stations are located. They're quite strict about firearms — you have to leave them at customs during your stay. Immigration is handled at the airport adjacent to the RJYC.

The yacht club has 350 local members, 150 from overseas, and 65 kids in their junior program. They extend reciprocal yacht

extraordinarily huge dorado and chicken combination, three beers, and Mexican coffee. Not quite as cheap as last year, but nobody was complaining.

But do watch the prices at some of the tourist hotels. At the Hacienda bar an Amaretto cost 800 pesos. Aye-yi-yi!

Most establishments were giving between 145 to 150 pesos to the dollar.

Taxi rides across town varied with the driver, but a long one never cost us more than \$2. We rented a cab for an hour — great if you really want to take care of business in a hurry — for \$10. It was worth it. The taxi ride to the airport is \$16. All in all, we'd rather be on our boat in Cabo.

— *latitude 38*



club privileges, and have diesel, gas, a do-it-yourself yard and food to go. Their berths have electricity and fresh water. There is also regular bus and taxi service to Kingston.

Next to the Coast Guard station further out the peninsula at Port Royal is a new club called Morgan Harbor. According to Scott, it used to be a high society hangout, but fell on hard times. Now some Americans have revamped the place. They'll have a 24-room hotel, a Jamaican restaurant, and room for 75 boats, some of which will moor end-to on a long pier which is well protected from the prevailing southerly breeze. Gas, diesel, electricity, ice, and hot and cold showers are available. There's also a ferry that runs to Kingston for only 70 cents Jamaican (about \$.20 U.S.). Guy Harvey is the marina manager and dockmaster at Morgan Harbor.

One of the highlights of Scott's trip was spending the day fishing and diving around the reefs off Alligator Pond in the middle of the island's south shore. For about \$20 U.S. you can rent a boat and driver for a day. You pick a spot to dive for a while and after you're done, you go on to the next spot. Visibility there is excellent, as it is on the west end of the island at Nigril Beach. Other good places to visit are Montego Bay, Port Antonio, and Ocho Rios, all on the north shore.

— suc

**Tin Lizzie — Horizon 36  
Glen and Sue Welsh  
Puerto Escondido, Mexico  
(Victoria, Canada)**

In your November *Changes in Latitudes* there was a letter from the yacht *Tolip* ('Pilot' spelled backwards) written by Hal Yard (such a nice nautical name). I have taken issue with his letter since he named our yacht *Tin Lizzie* as being temporarily abandoned in Puerto Escondido.

I really don't want to use your magazine as a sounding board, but before I arrived back to Puerto Escondido, *Tolip* had departed, so I've had no chance to talk to 'Hal Yard'

about my lack of responsibility towards my fellow boaters and *Tin Lizzie*.

For one thing, *Tin Lizzie* never moved the whole time she was supposedly left unattended.

We had permission to leave her here from the Mexican authorities (copy supplied). We also paid for the boat to be cared for by a responsible U.S. citizen.

*Tolip* also knew along with other boaters that Puerto Escondido is known to have unattended boats anchored here for the summer.

I don't want to sound as if I don't care what other boaters went through here this summer with high winds and boats dragging. Their concerns were warranted and I do understand their feelings, but who the hell is he to single out one boat and make very inaccurate statements. (He sounds very much like a used car salesman).

Our arrival back to Puerto Escondido was met with a very warm and helpful reception from old and new friends. I'd like to thank them very much as when I read the November *Latitude 38* I thought I was in for a very hostile reception.

For those interested, *Tin Lizzie* rode out two storms of 60 knots and more on two anchors — a 44 lb. Bruce and 45 lb. CQR. The system I used is well illustrated in Pardey's book *Cruising in Serafyn*.

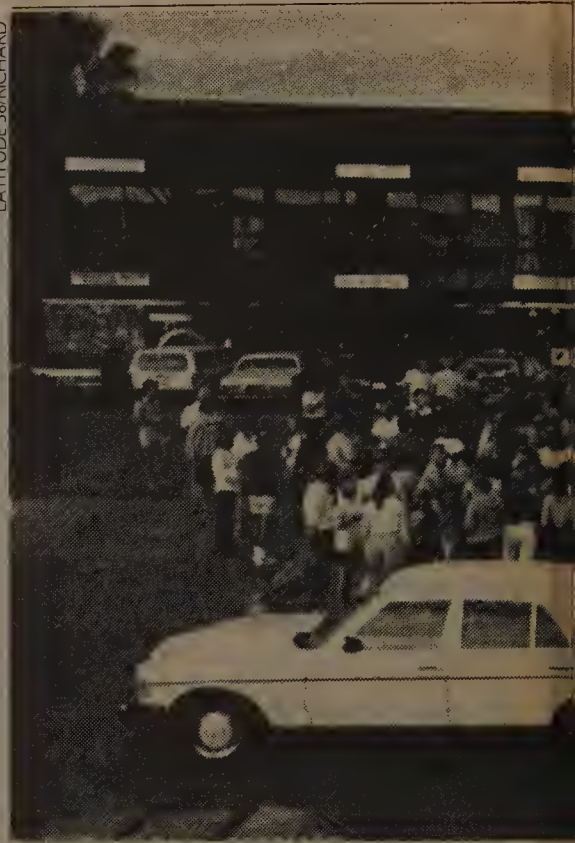
In closing I would like to apologize to all the self-appointed constables for foreign waters.

— glen welsh

*Glen — We have no idea why Tolip singled out your boat for mention — perhaps they were directly in your lee and weren't aware of your precautions.*

*It's unfortunate they did single you out because it obscures the very real problem their letter addresses. All over the Pacific — from Puerto Escondido, to Tahiti, to San Diego, to British Columbia — boats are left at anchor or on moorings unattended. And often times they are left with completely in-*

LATITUDE 38 RICHARD



The crowd begins to form in front of Pacific Marine Supply for their October 29 Cruising Kick-Off Party.

adequate ground tackle. The potential for destruction these boats possess was made all too clear last year.

As far as Puerto Escondido goes, it would seem there is a very simple solution to the problem. All the unattended boats ought to be herded together into one section well away from the occupied boats. What do you think?

**Keaki Rose — Mariah 31  
Bob and Jackie Radenbaugh  
Daytona Beach, Florida  
(San Francisco)**

Having spent the last six months in the Chesapeake Bay, we headed toward southern Florida for the winter. But while the Chesapeake is still fresh in our minds, we'd like to share some thoughts on it in case any readers are headed that way.

Although the area is still quite cool in April and May, we were glad to have come early in the season. One reason is that by mid-August the sea nettles — a stinging type of jellyfish — made it impossible to swim. However this time of year is also when the crabs in Maryland are the largest and most abundant. So if you like crabmeat, you'll be able to greatly reduce your food budget if you hang around. It's easy to catch your fill, too. Just use a long handle net to scoop them up as they swim by or feed off the pilings.

We greatly enjoyed all the rivers, creeks, and tributaries of the Chesapeake and proudly report that we never had to dock the





entire six months we were there. However the real surprise of our trip was going up the Potomac River and visiting Washington, D.C. We anchored across from hospitable Gangplank Marina — in Washington Channel — and were allowed to use all their facilities for a mere \$5 refundable key deposit.

This ideal location was not only within easy walking distance to food and marine supply stores, but most of the Capitol's attractions, too. Nearby Washington Monument beautified the night by lighting up our anchorage.

Aside from the *Waterway Guide* — the mid-Atlantic section — and *Cruising Guide to the Chesapeake* for anchoring references, we recommend reading Michner's *Chesapeake* and Warner's *Beautiful Swimmer* for further appreciation of the area.

There is much we could tell about this 6,000 mile of shoreline, but it would be better if all of you came to see it yourself.

— bob and jackie

## Blue Sky — Mason 43

Bob LeFevre

### A Grounded Cruiser's Lament

I wish I was heading south again. *Blue Sky* is pulled and winterized in a marvelous boat yard in Hingham, Massachusetts, where they pull/store/relaunch 300 boats annually.

For those heading further south than Cabo — here's a poem I discovered as I cleaned up for winter:

Ode To My Fan

A 12 Volt wonder,  
It hums a song

and  
Keeps me cool  
All night long.  
In amps, it draws,  
Just a few  
In La Paz, I wish  
I'd bought more than two.

— bob

## Malaga — Hardin 44

Carl and Leona Wallace

Guaymas, Sonora, Mexico  
(Redwood City)

"Christmas in La Paz" is the cry of many of the boats that are starting to leave San Carlos. I also heard it at the Pacific Marine Supply party the last of October from boats getting ready to leave California for Mexico.

We were in La Paz for the end of the season party at El Chef and probably will be back for their Christmas party.

During the hot summer months we left *Malaga* in bond here in Guaymas and traveled by land as far as Anacortes, Washington, visiting friends and relatives along the way.

Weather permitting, this year we will make it all the way down to Costa Rica for the summer of 1984. *Armored*, *Clytie* and *White Cloud* are some of the boats we know who are also going there.

— leona and carl wallace

*Leona really gets around; we bumped into her as she was carrying a copy of Latitude 38 through the Mar de Cortez Hotel in Cabo this November. Hi White Cloud, ola Clytie.*

## Mar Y Vent — Hardin 45

Lee and Karen Schell  
Mexico and east

After 22 years in broadcasting, KGO South Bay reporter Lee Schell is hanging up his microphone and sailing away with his wife Karen on an open-ended cruise. Lee said it took some convincing to get Karen to agree to go — she's had her own 17 year career, most recently as a manager at Prudential Life Insurance.

They're both in agreement now, though, and hope to be in La Paz by Christmas. They'll hook up there with Frank and Judy Lara from Santa Clara on their Hans Christian 38 *Amistad*, and buddy boat their way south through the Panama Canal to the Caribbean.

*Mar Y Vent* is a Mallorcan name meaning "sea and wind". She's a Taiwan-built boat into which Lee says he's put a ton of money. Before he left he hauled her to put in salt water pumps to the galley and check all the below water fittings such as the pintles and gudgeons. With their children grown and married, both Schells are looking forward to their seagoing adventure.

## Dans'l — Niagara 35

Bob and Dana Bundy

Beaufort, North Carolina  
(Marina del Rey)

Yahoo! *Dans'l* sails again!! After our 'Cabo Catastrophe' — Bob's got a good article for you entitled "The Boat That Became a Bar" — we decided to stay in Cabo for the season and let the sun and the sea work their magic. We had already decided to get another boat and keep sailing but the idea of returning to Marina del Rey after all the farewells just didn't sit right. With the devaluation of the peso in our favor we leased a condominium in Cabo Bello until April.

Later we flew to the east coast and started our search. From Maryland to Maine we searched and found — finally — a Niagara 35 sloop in Port Washington, New York. We spent three months at Seaman's Boat Yard and were sailing New England by mid-August. A rare treat for West Coast sailors



# CHANGES



like us.

We returned briefly to Port Washington for some minor warranty work and within a week we were winding our way down the East River, past "Manhattan, the Bronx and Staten Island Too" — Mel Torme singing every song ever written about New York on our way to the Chesapeake.

Down the Jersey shore through the Cape May Canal we went, out into the Delaware Bay, and up the Delaware River through the C&D Canal, finally dropping the hook in Chesapeake City in the first cove off the

canal. We slept like zombies while the ships that look like lighted city blocks slipped by 300 yards away.

The next day we were in the Chesapeake along with the Canadian geese. We spent a month exploring rivers and creeks and the historical towns — and hardly scratched the surface. We stayed long enough to eat our fill of the Atlantic Blue Crab, oysters and clams. We were lucky to see the leaves turn even though we shivered into our long johns.

We have been on the I.C.W. for almost a

Lover's Beach, one of the natural wonders that makes Cabo San Lucas so popular.

week and the cruising crowd going south is unbelievable. Hope to find some *Latitude 38's* waiting in Lantana, Florida, for us.

The Bundy's wish all a heartfelt Thanksgiving, and if we don't check in before the holidays, have a Merry Christmas and a Joyous New Year!

P.S. Our plans: to be in Florida for the month of December for some additional outfitting before departing for the Bahamas and



LATITUDE 38/RICHARD



**Meander — Westsail 32  
Dave and Emily Kopec  
Rabaul, Papua New Guinea  
(San Francisco)**

It's late in the season here in the Solomon Islands so most of the Aussie and Kiwi seasonal cruisers have gone home. They leave on the international fleet consisting of two French boats, one South African, one British and five Americans — all of the latter from the west coast.

They are *Ensalla*, San Francisco, Maurice and Lucy Baldwin who are going back to Brisbane for another season before heading for the Red Sea and Europe. *Rainbow Chaser*, Las Vegas, Mick and Sandy who will also go to Australia, Darwin, and leave the boat for a year or two while flying back to the States for work. *Episode*, Seattle, with Dale and Kathy who plan to join the British boat, *Ramrod*, and *Meander* in our trip to Papua New Guinea, Belau, the Philippines and Hong Kong.

We speak to *Sundowner*, Ty and Toni Knudson, on the ham. They are in Samari Island, PNG, and will meet us in Rabaul for Christmas. A few anchorages ahead is *Zephyr*, Los Angeles, with singlehander Bill aboard headed for PNG and Indonesia.

*Zephyr* and *Rainbow Chaser* have been traveling together ahead of the fleet and are a difficult act to follow, since Mick makes instant video movies to entertain the natives, and Bill, as a retired black LA cop, has instant brotherhood.

Alan Lucas, author of several Australian cruising guides, raves about the Solomons, but the *Meander* rates it about four. The anchorages are either deep and full of coral or rough. The scenery is not as spectacular as French Polynesia, Tonga, or even Fiji. And the people are neither as handsome or friendly as in the previous islands. Prices are high and necessary items difficult to come by — how about a cabbage for \$5.60? There is an obligatory \$100 "light fee" for a two month visa — and absolutely no extensions as of October 1983.

We have enjoyed finding remains of World War II, which are quite numerous: a bombed Japanese destroyer sitting in 8 feet over in the Florida group; an amphibious tank in the bushes by Alligator Creek on Guadalcanal; fields of shells, old coke bottles, etc. Of course the natives have gathered several exhibitions of old planes, guns, helmets, etc. Anything in its natural state is rusting heavily and falling apart so that it will be unrecognizable in another ten years or so.

Another high point is the Point Cruz Yacht Club here in Honiara. Its resident fleet consists of one 20-ft daysailer and a small runabout. It's mostly a drinking club for expats, but they welcome yachties graciously. A signature in the book gets us guest privileges for a month, and it is \$1 per month thereafter. They offer a pleasant meeting place with good bar, showers and laundry tubs — nothing too elaborate, but all fun and friendly.

— emily and david kopec

**Avaiki — Fantasia 35  
Richard and Sean Guches,  
and Candy Cave  
French Polynesia  
(Sacramento)**

Now that we are off to the next island group, *Avaiki*'s crew can reflect on the three months since we departed Cabo San Lucas. Despite a heavy-duty ocean crossing, Marquesan nau-naus, rolly anchorages, and a decidedly temperamental engine, all three of us remain enthusiastic about cruising. Actually, we seem more committed to it than ever. How could we have experienced those sparsely populated, remote islands without a stout boat filled with supplies?

The crossing from Cabo San Lucas to Hiva Oa in the Marquesas Islands, French Polynesia, took *Avaiki* 29 days 5 hours and 3321 miles to cover the 2700 miles Great Circle Route. The worst part, of course, were the doldrums which were not at all as narrow as the pilot chart suggested they might be in May around 128° Longitude. It

Caribbean. And then who knows — we don't plan too far ahead any more!!

— dana and bob

A year after the 'Cabo Catastrophe', the *Bundy*'s green-hulled *Dans'l* — which lies up by the Las Palmas Restaurant — is one of the very few reminders of the "worst tragedy in cruising" that struck last December 8. We walked the beach and dinghied the nearby water and found very few traces of the more than 25 cruising yachts that were lost there.



# CHANGES

took us 10 days and 1000 miles on the log to cover an actual distance of 600 miles. The currents in particular, were freaky. As a consequence, totally becalmed for three days, each morning we would find ourselves some 50 miles northeast of where we were 24 hours before, despite having motored 55 miles during daylight hours. Very strange.

Landfall finally brought us to Atuona Bay, Hiva Oa, a horribly roly and muddy anchorage full of nice cruising folk. We met Rolf, a Swedish circumnavigator, and Debra, who used to rollerskate from the anchorage in Fiji into the town in Suva three miles away (oh for a California sidewalk!), aboard *Northern Light*, sistership to *Joshua*. Ernie and Pauline were there on *Orient Star*. They made the crossing from Cabo six days faster than we did. Pauline said they only had to move the sheets occasionally because of the chafe, and never touched the sails. Some people have all the luck. Their crew, Stan, seems to be working out very well; all smiles, eagerness, and developing skills. Score another success for *Latitude 38's* matchmaking prowess.

We spent six weeks exploring the three islands in the southern group of the Marquesas. Tahuata was a delightfully calm anchorage to put right the wear-and-tear *Avaiki* suffered after her first major ocean crossing. Unfortunately, we lost our Avon inflatable there — the skipper secured it poorly one night and an offshore breeze came up. Since then we've had to rely on *Tiki-iti*, the wood and fiberglass dinghy Candy's dad, Reece Cave, built for *Avaiki*. The little boat rows marvelously straight, but is *heavy as hell!*

Even Sean agreed it was worth the effort to beat to Fatu Hiva. We feel it is one of the most beautiful islands on earth, and found its remoteness particularly attractive. We intended to stay three days but ended up there for over a week. Dana, Mark and Joanne on *Kate* were leaving just as we arrived, and we haven't managed to catch up with them since. But we did meet the folks on *Seal* and *Cambria* for the first time in the harbor of

Hana Vave, and we've been playing tag ever since.

If anyone makes it to Hana Vave, be sure to have Angela or Lorraine show you their tapa — this is the only place in the Marquesas where tapa is still being made and the work is truly unique. And do make the effort to climb to the waterfall ("cascade"); it's an experience that's worth the two-hour hike up an almost non-existent trail. You'll be rewarded by a refreshing swim in a deep pool under a 200-foot wide waterfall — a very romantic place.

The crossing from Fatu Hiva to Hiva Oa was a rough one, but we were determined to take a look at the leeward anchorages on the island. First we dropped our hook at Pua Mau (very surgy — sufficient to cause sea sickness even among our "seasoned" crew). This valley has the largest stone Tiki's in the Marquesas. Next *Avaiki* called at Hana Tapa, a beautiful clearwater bay with good snorkeling. A native there called William has the logbook of the "Hana Tapa Yacht Club". Last call on Hiva Oa was Hana Menu, with its fabled waterfall and pond. Ozanne has moved to Atuona so the valley is now uninhabited.

Sailing to Nuku Hiva, we found the "big city" — five shops — of Taiohae a treat. We got our first mail fix in three months, celebrated Bastille Day with the folks from *Gemini* and *Avatar*, ran into Rob and Linda on *Amaryllis* again after meeting them in Cabo (*Latitude 38* sparked another good match here), talked with Tom, Tom, and Peter on *Svea*, and saw the trimaran *Bamboo* for the first time.

It was great to engage in heavy-duty socializing, but we were ready for some heavy-duty recreating by the time we sailed around the island to Anaho Ba on the leeward side of Nuku Hiva. Anaho has the only coral reef in the Marquesas, and we snorkeled there for several days. We were fortunate to meet Dora and Roger, two Marquesans who had lived in Papeete for many years and spoke excellent English. They have returned with

MERLYN STORM



their children to the place where Dora grew up, to find peace living with the land. Very exceptional people.

We stopped briefly in Taiohae to see if Maurice could fill up our propane tanks and then nipped in to see the famous Daniel in Tai Oa Bay. What a memory Daniel has! We brought him greetings from our friend Jeff Cogswell, who we said had hiked through the jungle from Taihoe some years before. Daniel paused for a moment, cocked his head and said, "Yeeesss. Jeff who sailed with Bob Griffith in the Polynesian canoe from California." His whole face lit up at the memory. Debbie and John Dye went on a pig hunt with Daniel, and *Flying Gull* was soon full of pork. We never found anyone who's made it up to the waterfall in Daniel's valley and even Daniel says it is a "long way and hard to find."





Washing down the deck on "Stone Witch", Alan Olson's ferro-cement schooner.

## **Stone Witch — Ferro schooner Alan Olson et al Headed South (San Francisco)**

There's still time to pack your sea bags and sail south with *Stone Witch* to Mexico. On December 2, weather permitting, we'll have hauled anchor at Pier 33 in San Francisco and left the California winter far behind.

We've got a few berths available December 20 through January 5; this Christmas special is \$800 per person. We'll journey from the Gray Whale's winter home in Scammon's Lagoon to Cabo San Lucas, with a holiday stopover at Cedros Island.

Or you can join us in February or March as we travel the west coast of Mexico from Mazatlan to Puerto Angel. On April 1 we'll provision for a non-stop trip to San Francisco. We figure we'll be at sea for five months.

So if you need sea time, a vacation in the sun, or an adventure aboard a traditional working schooner, contact Viki Vincent at (415) 431-4590.

## **Orient Star — Cheoy Lee 50 Ernie and Pauline Copp Bora Bora, French Polynesia (Long Beach)**

We have received a lot of help from the Milk Run Series, and appreciate it. There is very little detailed information about the islands in printed form. The Sailing Directions are a help in locating and entering the harbors, but only give anchoring information for large ships. A cruising guide is needed.

We have needlessly scrimped on fresh water throughout French Polynesia, because we were never sure when we would get some more. It has to be jerry juggled out and is a lot of work. We have found water at the following places where you can fill your tanks with a hose, of which I have never used more than 125 feet.

The first good water we found in the Marquesas was at a small dock in Atiheu, next to Anaho on Nuka Hiva. There was too much surge to tie up, so we anchored off and ran a hose out. There was also a very good restaurant here run by the Chief's wife.

Papeete has water all along the waterfront, and with a "y" two boats can share a hose and leave it hooked up. What luxury!

There is good water at the dock in Cook's Bay, Moorea and Uturoa, Raiatea and Fare, Huahine. Uturōa is also a good place to top off your fuel tanks as there is a filling station right on the wharf.

Some of the places have murky water, especially after rain. A clear jug gives a good idea of what it looks like. I add Clorox to all water and then filter out the chlorine. So I cannot vouch for the purity of the above sources.

One suggestion. If you have any varnish to maintain, bring waterproof sandpaper because ordinary paper goes soft quickly. Then

We loved the Marquesas and found two-and-a-half months was not long enough to explore them all. We were amazed how few U.S. boats we met there, and also how many French cruisers we encountered. It seems the weird weather has kept the Americans away and the weird restrictions on the Franc have brought the French.

Now *Avaiki* is off for a month in the Tuamotus, and then it's on the to Societies to rendezvous with Sacramento friends. It'll be tough for the next island groups to live up to what we've seen so far. We feel we've truly sailed to "the ends of the earth".

— r.g., candy, and sean



instead of trying to wash off the residue after using it wet, let it dry and brush it off with a stiff bristled brush, then wipe off with a damp cloth. I never liked wet sanding because of the mess, but this worked very well.

I am sure there are some empty anchorages somewhere, but the good ones we have found out about all have lots of boats in them. It is much more crowded in the South Pacific than I expected.

— ernie & pauline

## **Renegade — 110-ft gaff schooner Steve Rendell and Vicky Morgan Sausalito**

Steve, a Canadian, and Vicky, from England, have recently been guests on Charles White's *Renegade*, anchored off Sausalito. This is the same boat we wrote about last year [Volume 64, October 82] in *Sightings*. White, and his sons Chris and Vince, built the huge ferro cement hull near Half Moon Bay and outfitted her in San Francisco's China Basin. Last December they set off for Acapulco with a group of 13, including family, friends and paying crew. Steve and Vicky were two of the latter.

Their plan was to harbor hop their way to Acapulco, and then head out for Tahiti. Steve reports the first part worked out as planned. Everyone shared in running and maintaining the boat, and Charles was more than generous in keeping them all well fed and supplied — even if it meant money out of his own pocket. Food was the big ticket item, although occasionally they found bargains like 17 lobsters for \$4 at Isla Cedros. Fuel was quite inexpensive, as low as \$.33 a gallon in Acapulco. They were there when the Mexican peso was plunging in value, which helped.

*Renegade* arrived at Cabo San Lucas shortly after the big storm last December. As others have reported, Steve says there were boats anchored right off the beach immediately afterwards. Another storm from the south would have had the same disastrous

results. *Renegade* dropped her hook outside the surf line. The bottom drops off quickly, but at least there is a margin of safety.

A couple of peculiar incidents occurred at Cabo. One was the presence of the Bristol Channel cutter *Vagabundo*, which suffered some repairable damage during the storm. Steve was walking past the owners, Richard and Betty Bower, and thought he recognized them. They thought he looked familiar as well. They started talking and it turned out Steve had sold them their diesel engine in Vancouver, where he had worked in a marine store!

The second incident involved the jet ski boat Charles White had taken along on the trip. This was an old fiberglass skiff that he thought would make a good auxiliary for the 125-ton *Renegade*. Charles was a little nervous about the brittle condition of the hull, so he reinforced it extensively. The only problem was that it took eight or nine people to lift it up on the davits!

By the time they reached Cabo they had only used the jet ski a few times. Charles then came across "Doc Ross", who is a trader of sorts. They worked a swap; the jet ski for an eight horsepower Suzuki outboard. The motor powered *Renegade's* inflatables for the rest of the trip and became a invaluable piece of equipment.

The fate of the jet ski was somewhat different. After reaching Acapulco in March, Charles and his crew decided not to head out for Tahiti. The expected tradewinds weren't blowing and they wondered if their money would hold out for the trip. They turned north and headed back to California, putting into Cabo again in April. While they were there, the Second Annual Chili Cook Out took place. Steve and Vicky aren't exactly sure who sponsors this party, but they say it's wild. One of the events is a parade with floats decorated by local businesses. Vicky was watching the procession when she spotted the jet ski riding on a trailer, festooned with balloons, colored paper, and a group of señoritas!

WILLIE SMOTHERS

When *Renegade* reached San Diego, Charles White had had enough of the cruising life. He left the boat in Steve and Vicky's charge, and set up a refrigerator/compressor repair business near Riverside. Chris White joined the Coast Guard, and Vince is now back in Las Vegas going to school.

Steve and Vicky plan to do some maintenance and painting on *Renegade*, and finish the topmasts before heading south again. Steve says the ferro cement hull has held up fine. There's been almost no inside condensation, contrary to what he had heard about that type of hull. Steve and Vicky will take the boat down to San Diego and plan to depart for Acapulco on January 2nd for another cruise. From there they'll continue on to Cocos Island off Costa Rica. Their final goal is Road Town in the British Virgin Islands, where they'll operate *Renegade* in the charter business for Charles White.

— SVC





One of the tight anchorages at Southern California's Santa Cruz Island.

## **Deliverance — Tayana 37 Marsha Babcoke Marina del Rey Sacramento**

We are slowly making our way down the California coast. We've stopped at many ports and all the Channel Islands so far. Some of these stops are worth a comment or two:

**San Simeon Bay:** We visited Hearst Castle, and it's well worth the \$8 if you like tapestries, architecture and furnishings. The surge is rough in the afternoon, and we dragged anchor. I'd recommend what we did — only stay for the a.m.

**Morro Bay:** Thus far the crew's favorite. Moorings are provided by the yacht club or you can tie up at the yacht club's dock for a

brief time to take on water, etc. Their showers are great!! The entrance is tricky at night and should not be tried at all in heavy seas. If one is in doubt as to how to enter, call the Coast Guard or harbor patrol for directions. Once inside the bay you'll have a peaceful rest.

**Port San Luis:** This one is easy to enter. Put your own hook down. There is cheap haul out and do-it-yourself working areas, also the cheapest diesel we've seen thus far, \$.989 per gallon. A laundry and small store are 1.5 miles away at Avila Beach. No showers. Live music and a lot of dancing can be found at the bar at the end of the pier.

**San Miguel Island:** It's windy and out of the way, but worth it if you have a landing permit or a wish to dive for abalone or lobster. Call the National Park Service in Ventura for an application. The ranger that gave us the tour, Reed McClusky, walked our buns off in an almost all day hike. We loved

it! He showed us the Clicke forests, areas inhabited by the Indians, and answered many questions about minerals, plant and animal life, and the island's use by Indian and "white man". Many things the untrained wanderer would have missed.

**Santa Barbara:** Everything was convenient here except a guest slip. Most likely you will have to anchor on the south side of Stern's wharf. This makes for a long dinghy trip to showers. Chandlerys, a dive shop, and a sail loft are all near the fuel dock. The town has lots of thrift and surplus shops to browse; laundry and groceries, too. Mid-week night life is so plentiful I had a hard time believing it was not Saturday night.

We arrived shortly before a large storm from the south. Luckily, very luckily, one of the crew managed to get a guest slip. When that storm hit, water was breaking over the breakwater. Boats anchored out started coming in, tying anywhere they could. Others had to leave. The swell was about four to five feet and very frequent. All night the harbor patrol made rounds watching for broken docks and loose boats. If weather is approaching from the south, I suggest the same thing one curt harbor employee suggested to us — go to Ventura!

**Channel Islands Harbor:** A quiet anchorage — so quiet in fact one crew remarked, "I miss the rocking". A nice Safeway, two laundromats, and some boat supplies are close by.

**Marina del Rey:** A let down after Channel Islands. The restrooms are under construction. It must have been some plumber with a sense of humor that decided to install temporary showers over the toilets. However, we found a cheap source of marine hardware, spare parts for Head Mate, and parts and a mechanic for the Perkins!

During the whole trip we have had all the barbequed bonita and tuna sandwiches anyone could want. We caught the bonita while sailing, dragging 50-ft of line red and white or green and white squid lure.

— marsha babcoke



## CUSTOM MARINE PLATING

★ BRASS ★ CHROME ★ COPPER ★

RE-PLATE THOSE WINCHES, CLOCKS,  
BAROMETERS, HORNS, CLEATS, LIGHTS, ETC.

**BETTER THAN NEW — SAVE \$\$**

★ POLISHING ★ FREE ESTIMATES ★

M-F: 7:30 a.m.-4:30 p.m.

**(415) 453-0918**

**Western**  
**chrome PLATING**  
& POLISHING

714 A FRANCISCO BOULEVARD  
SAN RAFAEL, CA 94901  
ON THE WEST SIDE OF 101  
NEAR SCRIPTURE OLDSMOBILE

## BOAT CUSHIONS

## & CANVAS WORK



free estimates

JANE SILVIA  
20 Gate 5 Road  
Sausalito, CA 94965  
(415) 332-9593

## COMPLETE SAIL MAINTENANCE

- REPAIRS
- RECUTS
- CLEANING
- COVERS

## CANVAS PRODUCTS - BAILIWICK BAGS

LAM SAILS

**BAILIWICK**

BAILIWICK, INC.

ONE NORTH AMPHLETT  
SAN MATEO, CA 94401  
(415) 342-5625

## CHRISTMAS SPECIAL

### 1980 CAL 35 SLOOP

Five sails, 32 h.p. diesel  
aux., VHF, RDF, diesel  
heater, Avon w/mount,  
2 h.p. Evinrude, battery  
charger.



**\$72,500**

Reduced from \$90,000 to \$72,500 for quick sale. Sailboat is very clean  
and shows well. See for yourself!

**WINDSHIPS**

Oakland of 54 Jack London Square (415) 834-8232

*Happy Holiday's*

FROM  
STAFF OF

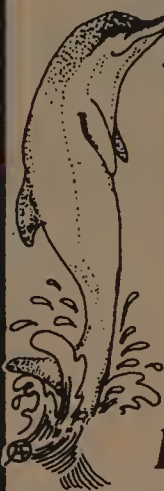


**BAYTRONICS  
CORPORATION**

3223 Washington Blvd.  
Marina del Rey, CA  
(213) 822-8200

2230 Livingston St.  
Oakland, CA  
(415) 533-5300

*Electronics For Safety At Sea*



## MARIN CUSTOM BOAT REPAIR

10 Years Experience.  
Plenty Of Satisfied Customers

Detailed Attention To  
Each Job.  
Work To Suit Each Customer's Need.

FREE ESTIMATES

**Frank Sayre • 897-4461**

## WINDSURFING MARIN

LESSONS, RENTALS & SALES  
WETSUITS PROVIDED

Lessons at 9 a.m. Daily

**WINDSURFER SAILING CENTER**

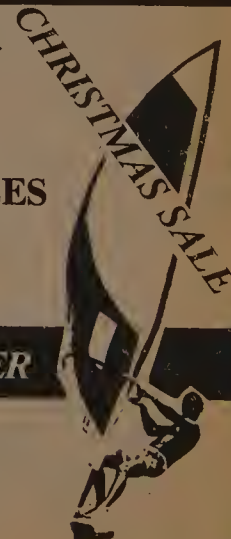
**TED McKOWN**

(415) 332-2777

1306 Bridgeway, Sausalito, CA 94965

SINCE 1973

383-1226



*Sailing  
photos • current news  
racing • cruising • humor  
classifieds • satire • & much more!  
Give the Sailing World for Christmas!  
Subscribe to Latitude 38!  
See page 15 for  
details*



# CLASSY CLASSIFIEDS

Classified Advertising Deadline: 20th of the Month Prior to Publication

## US 368 — ETCHELLS 22

'77 Driscoll; burgundy w/white stripes/deck/bottom; 5 jibs, 4 mains; 4 spin., rigged for S.F. Bay; jib fine and main fine tune; high ratio traveler, vang and backstay; raised floorboards; full console; boat cover; trailer; measurement cert. \$12,000. Peggy Patrick (415) 381-1873; Jim Boddy (415) 777-6081

## LIEN SALES

'75 Thunderbird 19' fish/ski tri-hull bowrider, 165hp Merc. I/O, tandem trlr., top, \$3,750. '58 Century 16' mahog. Runabout w/trlr., full cover, compl. restor., mint, \$6,200. '56 Chris Craft Capri 18' mahog. Runabout. Complete. Needs restor. compltd. Sound hull. \$3,500. (415) 332-9231 (msg).

## NUNES BIG BEAR HULL NO. 3

Chimera (ex-Chantey). Teak decks, interior and deckhouse, VHF, depth, CQR, Shipmate cabin heater, 12v electrics. Full new boat cover, dodger, Master Mariner since 1978. Call Bill Belmont 626-5466 (e) or Mary Jo 567-8880 (d).

## 505

Parker hull. Needs some maintenance. Five sails. Main and spinnaker little used. Trailer. \$985. (415) 461-5837 (e).

## KEROSENE BOAT HEATER

Wallas, forced air boat heater. Model 1800 B, 6150 BTU. Never used, still in original box. Best offer over \$400. Stan (415) 563-5718

## SPRUCE SPAR

40' hollow Sitka spruce mast, boom and spinnaker pole, with hardware (track, gooseneck, etc.). This deck-stepped spar is perfect for someone building or restoring a traditional sailboat. (415) 326-1400 (d) / (415) 348-0433 (n).

## MARY FRANCIS

1st place Master Mariner reg. G3 1982 26 ft. gaff rig sloop, built in Holland 1948, teak hull, new mast, 3 jibs, 5 hp Sea-gull radio, depthfinder, compass, running lights. Alameda berth. \$6,000 firm. Ron Sailor 921-7832 days.

## SUPPLIES

Trail size quart kit penetrating epoxy "Fix-Rot". UPS in Calif. for \$15 incl. tax/shipping. Special purchase for winter haul-out Navy Formula 1020-A Tributyltin Fluoride 22• Tin base bottom paint \$150, now only \$90/gal. "Better than Detco Grove" 2 part black polysulfide deck seam compound now \$40/gal. kit. Call or write for catalog: Morgan's Marine, 600 Petaluma Blvd. North, Petaluma, CA 94952 or (707) 763-5111

## BINOCULARS

Agriculture/Theatres/1984 Olympic Games  
8x30 — \$21.50 7x35 — \$24.50  
Postage included  
1031 Edwards Rd., Burlingame, CA 94010  
(415) 342-3759

## BOTTOM CLEANING

INSPECTIONS ZINCS MAINTENANCE  
Free Estimates — Reasonable Rates  
NAUTILUS MARINE SERVICE  
Palo Alto and Redwood City  
(415) 856-8631

## PATHFINDER SELF-STEERING VANES

Buy Direct From Manufacturer  
"Successfully Used For Years"  
Call Bill Paulson: 453-8722 454-9285  
Western Sales Mfg. Co., San Rafael, CA

- \$15 for a personal ad of 40 words
- \$30 for a business ad of 40 words

• Mail your copy and check to:  
P.O. Box 1678, Sausalito, CA 94966

• Sorry, but due to a tight deadline,  
we cannot accept any changes or cancellations  
after submitting ad

## NEED CREW

Have boat, need crew to sail Tues. & Wed. Windrose 20'. Call Doyle (415) 471-8731 (e) / (415) 771-2950 (d/msg)

## PARKER 505

Fully equipped. 2 (plus) suits of sails, covers. Spare rudders, boards, poles, etc. Trailer. The boat has always been garaged, and is in excellent condition. \$2,850 or will consider VW in trade. (408) 286-6244 evenings.

## TRIMBLE LORAN — 10A

Features: Lat/Lon or T.D. readout; course over ground; speed overground; course (distance to destination); automatic select; automatic notch filters; LCD display; covers all existing chains. The ultimate in Loran C navigation. \$3,000. A real savings. Call 332-2510 (d) / 332-4897 (n).

## 1983 HUNTER 34

Extremely well equipped boat — North 150, 110, 90 and Gennaker. VHF, depth, speed, & log. 676-8208 after 6.

## NEW 39' GARY MULL SLOOP

39'x32'x12'x7, 9300# disp., 4000# ballast. 650 SA. High tech, high quality, and high performance for the serious sailor. Comfortable teak interior. (408) 462-5780.

## 39' PILOTHOUSE CUTTER

One of a kind. \$89,900. 1977. Omega, SSB, VHF, autopilot, sleeps 7 in 4 cabins, pressure hot water, 2 refer systems, s.s. fastened, teak interior. Owner financed. 331-0880 (d), 331-0188 (e).

## OISTRESS SALE — ERICSON 28

Must sell 1982, Ericson 28, beautiful yacht, complete inventory. Rebate available to use for low or no down payment. (415) 261-3844

## SAUSALITO HOUSEBOAT FOR SALE

Classic balloon barge houseboat in legal outer berth. 3 rooms, galley, bath and deck space. Ideal for serious board or dinghy-sailor. S.F. Bay is backyard. Am selling to start ceramic studio. Price \$75,000 includes berth. 332-5007.

## FOR SALE

2 aluminum masts, 40 ft. i, complete w/boom, shrouds, turn-buckles, etc., main sail, 2 jibs, all in excellent condition. Farnet spool furling (9/32 wire max.), complete. Very reasonable. Call (408) 462-5812.

## 26' PEARSON "ARIEL"

1963 fiberglass sloop with large cockpit for family daysailing. Sleeps four. Active class association for racing and cruising. Four sails, new 9.9 hp outboard. Alameda berth. Owner finance: 25% down, 10% three years. \$11,500. Larry (415) 254-5696 evenings

## ANCHOR AND DINGHY WANTED

Reasonably priced: Danforth 22S anchor, rode and anchor line; sailing dinghy with integral flotation and good sailing qualities; outboard engine for dinghy. Call (415) 856-8631.

## NEW 30' CHUCK BURNS UL0B

4200#, 2000#, 30'x27'9"x8'9"x5'6", 400' SA. Comfortable interior. High tech, High quality. (408) 462-5780.

## CLASSIC 43' STEPHENS MOTOR YACHT

1930 — Replacement \$150,000, asking \$59,000. Bronze fastened cedar hull, bent oak frames. Beautiful tri-cabin with 2 fireplaces, 2 heads, 1 shower, twin diesels, generator, radar, liferaft, swim ladder & more. 332-2716.

## BEYOND THE SOUTHERN HEMISPHERE

Sail Hawaii to the Line Islands and return.  
Get salty in the tropics! Learn how to live & sail with bluewater students aboard our robust 56' steel ketch *Goodewind* on 4-week voyage to Fanning Island & return. Departing Kona, Hawaii March 24, 1984: \$2,000/berth. Also departing June 9, July 30, Oct. 15, Nov. 19. Awahnee Oceanics, P.O. Box 167, Captain Cook, Hawaii 96704 (808) 328-2666

## MARINE BATTERIES

For the Highest Quality, Dependability and Lowest Prices  
In Marine, Automotive and Industrial Batteries  
Call  
San Rafael Welding Supply  
(415) 457-0550

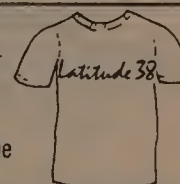
## WEST PAC CHARTERS

OLSON 30  
Has everything. Clean and well kept.  
Monterey and San Francisco Bay's charter includes insurance and safety equipment.  
(408) 458-9588




*Latitude 38*

\$1.50 + \$8.50 postage/handling (ho, ho)  
Specify Size/Color: Mens S,M,L — Red / Blue  
P.O. Box 1678, Sausalito, CA 94966



Roving  
Reporter  
T-Shirts



<p><b>CHEOY LEE — "OFFSHORE 40"</b> 1968 — bristol. Sleeps 8, alum. mast, all new standing rigging, VHF, fatho, knot-log, stereo and more. \$76,000. (619) 224-1993.</p>	<p><b>FOR SALE</b> 1.5 oz. Watts Star Cut Chute from a Cal 40. White, blue, orange, like new. sl=45.8, sm=23.9, smw=26.7, sf=26.7. Super buy at \$500. Barient non-lock double handle \$60. (415) 634-2893</p>	<p><b>BAHAMAS LOT</b> 10,000 sq. ft. in Bahama Sound. 1/2 mile to ocean. 11 miles north of Georgetown, Great Exuma. Great for island hide-away. Boat facilities nearby. Sell or trade. Ernie Giono, 1628 San Anselmo Ave., San Anselmo CA 94960.</p>
<p><b>33 FEET OF FAST &amp; COMFORTABLE</b> 1981 Hunter 33. Great condition. Helm position: depth, wndpt/wndspd., speed-distance log, compass. Also VHF, galley, hot/cold water pressure, shower, custom dodger, whiskerpole, roller furling, Barient 27 self tails, etc. 9-5 p.m. (415) 453-1033 Marc</p>	<p><b>CAL 29</b> 1973 race equipped. 6 sails, 8 winches. Radio. Fatho. Knot. 2 compasses. Repainted hull. Interior redone '81. Rebuilt engine. Electro San. "Eveready" No. 6688. Clean. \$29,000. 339-0665 or 339-3369</p>	<p><b>SNIPE FOR SALE</b> Sail no. 19332, green hull, white deck, great shape. \$1,800. Desperately need to sell to stay in school. Call (916) 758-4202.</p>
<p><b>WESTSAIL 32 — SELL/TRADE</b> Mint condition — Aries, Tillermaster, 7 sails, 3-CQR's, 400'-3/8 chain and 500'-3/4 nylon, SAAB diesel, Dickinson "Chesapeake", RDF, VHF, Ham, depthsounder, sailing dinghy, many spares, etc. Liveaboard slip available. Trade real estate or will finance. Box 6040, San Diego CA 92106.</p>	<p><b>14' O'DAY JAVELIN</b> Jiffy reef, shoreline trailer, excellent first boat. Call (415) 346-9985 evenings</p>	<p><b>CATALINA 25</b> No. 2663, 1981, 150, 110 headsail, Standard VHF, Signet depth, knot windex, adj. backstay, jiffy reefing, Honda 10 hp, Ritchie compass, traditional interior, beautiful, must see. \$14,500. (415) 757-4812 (e).</p>
<p><b>LANCER 25</b> 1978. Excellent condition, lots of gear, stand up head room cabin, shoal draft keel, 81' Evinrude O/B, 3 sails, Kenyon mast and boom, 24 Ch. VHF, compass, knotmeter, dlb. life-lines, dlb. lowers, bow and stern pulpits, Richmond berth. \$13,900. (916) 644-4264.</p>	<p><b>SAVE! ALL NEW EQUIPMENT!</b> From Yamaha 33. Fits 30-37 foot boat. 125% jib, luff 38', foot 17'6", leech 34'6", LP 15'6", hanks, \$500. Main, luff 36'2", foot 10'2" — \$800. Reaching strut - forespar -83"x3" — \$100. Call Linda 521-7172.</p>	<p><b>BALBOA 26</b> Swing keel, trailer, Evinrude 9.9 elec., pulpits, lines, stove, head, jib furling, fresh bottom, very clean, with lotsa extras \$12,900. Call (415) 943-1808.</p>
<p><b>COSTA RICA BOUND?</b> Seawoman, age 31, with lots of ocean sailing experience looking for crew position to Costa Rica (with fewest possible ports between here and there). Able to leave after mid-December. Call Jan at (707) 823-1011.</p>	<p><b>CRUISING CATAMARAN</b> 1960 Surfcat, 30x15x2½ sloop, fully equipped for cruising including Honda outboard and dinghy, in La Paz after 15 December. \$7500. Write McMillan, Yate Arriba, c/o Capitan de Puerto, La Paz, BCS, Mexico, or phone (415) 841-7174.</p>	<p><b>SAILING LADY WANTED</b> Non-macho man, 49, looking for lady who wants to sail islands of Southern California for two years then take off for Mexico &amp; South. Love to explore. I have CT-37. Stu Gillette, 13953 W. Panay Way, Marina del Rey 90292. (213) 922-8444.</p>
<p><b>SAILBOAT RACE CREW</b> I am looking for a race team for fun, and skill development. I am 31, male, professional and a beginner. I can contribute as crew, and for expenses. (408) 746-0843 (Met).</p>	<p><b>FREYA 39</b> Partly completed. \$25,000 (415) 488-4305</p>	<p><b>VERTUE 25 CRUISING SLOOP</b> Here's an opportunity to get one of the most rugged and comfortable cruising sloops ever designed for blue water. A-1 condition. Best offer. (415) 982-8400 x. 400 weekdays.</p>
<p><b>FOR SALE</b> 1944 34' Danish sloop. All wood teak deck, mahogany cabin, 5.5 meter. 6-ft beam. (213) 543-5419.</p>	<p><b>STAR CLASS NO. 6438</b> Custom built for owner in 1979. This state of the art olympic racing machine is in bristol condition. Full cover, galvanized trailer, all go fasts, North &amp; Melges sails. (415) 481-1317.</p>	<p><b>AVON REDCREST INFLATABLE DINGHY</b> Two years old, seldom used, like new. No motor mount, oars, or floorboards. Has paddles. A give away at \$350. Firm. Call Gordon 5 to 9 p.m. only, (916) 481-3055 Sacto area.</p>
<p><b>COLUMBIA 29</b> 1965 MK I Raven for sale. Well equipped with good ground tackle. Plenty of sails. Nice interior. One of the cheapest real cruising boats around. \$19,000. Tom: 527-5900 x. 299 (w), 357-9991 (6-9 p.m. weekdays).</p>	<p><b>GULFSTAR 50 — KETCH</b> Excellent condition. Fully equipped. Proven blue water cruiser. Flexible on terms. Call Fred or Jack (415) 455-5448. Arrives in San Francisco late November.</p>	<p><b>1982 BALBOA 24</b> Loaded with extras, 5 headsails, bottom paint, kerosene stove, E-Z Load trailer, fresh water sailed in Lake Oroville. \$14,000. (916) 872-1146.</p>
<p><b>MARINE MECHANIC</b> MerCruiser, OMC, volvo. Full time, year round. Experienced only. Must have own tools. Send resume P.O. Box 4107, San Rafael, CA 94912.</p>	<p><b>33' SPAULDING SLOOP</b> Excellent wooden sailing sloop built for San Francisco Bay. Owner must sell, has new boat. Fully equipped. Must see it and sail it! \$15,000 or best offer! Ken (415) 845-9291, Lucy (415) 885-3799.</p>	<p><b>CATALINA 27'</b> Superb condition — super clean! VHF, knotmeter, depth-sounder, compass, inboard gas engine, AC shorepower, battery charger, pressurized water, stove, dinette interior, jiffy reefing, boom vang and much more! Color-coordinated white/blue. \$18,500. (408) 255-1388 or (408) 725-8539.</p>
<p><b>LAM SAILS</b> High Quality — Economical Cruising Sails Order Your Summer Sails Now!! BAILIWICK                      SAN MATEO                      (415) 342-5625</p>		<p><b>CHRISTMAS SPECIAL</b> Sailing, sun, windsurfing and whales. Join us in Baja Dec. 20-Jan. 5 aboard the schooner <i>Stone Witch</i>. \$800. Berths available in February and March sailing the Mexico coast plus a 5-week non-stop passage home April 7. (415) 431-4590.</p>
<p><b>TARTAN 30 CHARTER — WINTER RATES</b> Stiff, reliable, dry, safe boat. Stove, heater, pressure water, head, inboard, VHF, depth sounder. Berthed Pier 39. \$75/Day. 397-4000 days; 339-3288 eves/weekends</p>		<p><b>CHARTER ENDEAVOUR 37</b> UNBELIEVABLE RATES \$500/week or \$100/day August—February \$1,000/week or \$175/day March—July Luxuriously equipped for sail or liveaboard while in the Bay Area. Reserve NOW (415) 553-0460</p>
<p><b>CHART PORTFOLIO SERVICES</b> Repro. charts, entire Pacific Coast, Alaska to Panama, Hawaii, French Polynesia, Cooks, Tonga, Fiji, Samoa, New Zealand, Australia, etc. Excellent quality, about 1/5 cost originally. Free index, \$2 for sample chart of Bora Bora or Marquesas. Mahina Cruising Services John Neal, Box 21814, Seattle, WA 98111 / (206) 784-0187</p>		<p><b>Custom Boat Lettering</b> Order durable "Dry Paint" boat lettering. individually designed according to your specifications, selecting from over 400 color combinations on our convenient order form! Registration numbers and specialty art too! A TO Z Signs &amp; Graphics, 4635 Cabrillo, San Francisco CA 752-1071</p> 



**1979 CAL 2-25**

Terrific little yacht! Excellent condition. Has Yanmar diesel, 4 North sails, built in Boarding Ladder. Lots of room. Sleeps 5. Moored at Folsom Lake, Sacramento, since new. \$20,500 for quick sale!  
Bob (916) 663-3784.

**SEA OF CORTEZ VERTERAN**

Folksong 26' Folkboat. Complete cruising inventory, mahogany over oak. Windvane, two dinghies, Seagull outboard knot log, recent haul out, new paint. Illness forces sale, \$5,000 or best offer. Contact: Jay Clark, Capitania Del Puerto, La Paz, B.C. Sur, Mexico.

**YOUR 27 TO 30 FOOT —**

For my 1977 Chrysler 22 fixed keel sloop plus cash. Want 70's fiberglass sloop, diesel aux., wheel, A-1 condition. Write: L.L. Downing, 6065 Bryce Way, Rocklin, CA 95677.

**WOODEN DRASCOMBE LUGGER**

Built by John Elliott (England) 1979 to highest professional standards. 4 hp O/B, galvanized trailer, boat covers, boom tent, misc. cruising gear. Inquires: Robert Fraser, P.O. Box 27574, San Francisco 94127 (415) 332-9100.

**VICTORY**

21' F/G sloop. New sails and rigging. 3 hp Seagull trailer. Needs to be cleaned up but in good condition. Located at Richmond City Marina. \$2,600 or trade for 1975 or '76 Dodge P.U. (916) 644-7222.

**CUSTOM RAWSON 30**

This is a superb boat constructed to meticulous standards by aircraft engineer. Quality mahogany and teak interior joinery. Teak exterior trim. Volvo diesel. Heavy duty rigging. Extensive inventory. Boat is in pristine condition. \$33,900. (415) 457-0615

**NEED A CREW?**

Do you need a young, experienced, well mannered, straight crew to help sail your boat to distant ports? I'm available as of January. David Evraets, 1500 Sheridan #G, Chico, CA 95926. (916) 893-0695.

**ISLANDER 30 MKII PARTNERSHIP**

1/4 interest for sale. Loaded with extras. Wheel, 4 sails including spinnaker and gear. New batteries and radio. \$1,500 down and share expenses, approximately \$150 a month. (415) 820-5954

**ERICSON 35**

Original owner, barely used, '77 model delivery in '78. Yanmar diesel engine, sails like new. Fast and fun! Beautiful teak interior. Hauled in May '83. Berthed in Alameda. Make an offer. (415) 769-8730.

**HINCKLEY BERMUDA 40**

1963 Keel/centerboard yawl for the discerning yachtsman. One of three on the Bay. A real beauty currently being refurbished. New rigging, sailcovers. Full sail complement. Avon inflatable, Seagull, RDF, refrigerator, Westerbeke. Sausalito berth. (415) 550-1509. \$95,000.

**ERICSON 29**

1973 Ericson 29, inboard with new sails. Has been professionally maintained in Peninsula Harbor. Berth is negotiable. \$26,000. (415) 968-6885.

**AIRPLANE FOR SAILBOAT**

Will trade 1962 Cessna Skylane for partial payment on 28-34 ft. sailboat. 2700 hrs. TTAF, 220 hrs. SMOH on engine and prop. Excellent paint, fair interior, good avionics. (916) 868-5798 (d), (916) 982-2189 (e). Ask for Dale.

**TRAILER WANTED**

I want to rent a trailer for 3 or 4 months to haul my 25-foot fin keel boat. Draws 4 feet. Call (916) 865-4952 (e). Harold or Dottie.

**RANGER 33 — GREAT LEASING DEAL**

For qualified skipper. Lease (1/3, 1/2, 2/3 time) this highly regarded yacht for half present day costs. Fast, safe, seaworthy, every creature comfort and sailing amenity. Sausalito berth. Don Norwood (408) 735-8511 (e), 733-1136 (d)

**ATTENTION SAILMAKERS**

For sale: George Gianola's own personal Singer 107W zig zag. With puller. Will sew spinnakers or heavy sails and everything in between. This machine was used to sew all the sails for Lord Jim. \$1,200/best offer. 332-3339. Ask for Jacque

**FORCED TO SELL BEAUTIFUL '82 HERRESHOFF 31' KETCH**

Great sailer, with 5 berths, diesel engine, Datamarine electronics and much gear. Unique unstayed masts, effortless sailing. \$45,000. Will consider small boat trade or partnership. (415) 493-5923 eves.

**OLSON 30**

For sale. Must sell. Look at this boat before you buy a new or used one. Berthed in Santa Cruz. It is very clean & well-cared for, has everything to have fun & go fast. Contact Gary (408) 458-9588.

**FOR SALE**

Lewmar winches - 2 #44, 1 #16, 1 #10, 1 #6; Horizon VHF (55 ch.); sails (all for 35' boat) 135% gen., #1 working jib, #2 working jib, 2 storm jibs, 1.5 oz. spinnaker; 2 Nautica water tanks; 2 compasses; all in excellent condition. (415) 334-6259.

**38' ALAJUELA MK II CUTTER**

This 1979 U.S. built yacht has combined integrity, strength, speed and charm to form a masterpiece. It's ability to safely transport and house its occupants is second to none. Bristol shape, \$105,000. (415) 892-8395 (e).

**30' CLIPPER FIBERGLASS SLOOP**

Surprise your mate with this sharp cruiser/racer on Christmas Day. Enjoy Bay and coastal sailing for only \$12,900/offer. (408) 255-1666

**NEW HILLERANGE ALCOHOL STOVE**

Two burners with oven. Complete with all equipment and attachments. Never used. List price \$827. Will discount to \$395. (415) 873-5162.

**2-STORY WOOD HOUSEBOAT**

Live-aboard berth. Need some work. \$15K/best offer. (415) 361-8555 (message)

**MIDDLE SEA**

Seafarer 26' sloop, 1978, McCurdy-Rhodes design, fiberglass, fin keel, skeg rudder, sleeps 5, galley, head, fresh water, stove, Yanmar diesel, compass, DS, VHF, 4 sails, ground tackle, Lewmar winches, great shape, great price. (415) 878-8553, (415) 383-5126

**KETTENBURG 40**

1961, outfitted for cruising, excellent condition. VHF, S/L Windlass, Avon, 4 anchors, 9 sails, Aries, Faryman diesel, safety and navig. equipment. Great boat, great price! \$42,500. Derek (415) 383-8465.

**CAL 30 1963**

New Zealand and Hawaii veteran, strong fiberglass full keel design, extensively equipped, 20 hp diesel, self-steering, 6 sail, VHF, speed/log, DF, Oct. '83 survey appraisal \$25,000, must sell \$19,500. (916) 441-1106.

**125% GENNY FOR 36-FT OR OVER**

Not much used Sutter cruising genoa, excellent condition. 7 1/4 oz. 44'10" luff, 22'7" foot, 40'9" leach, no. 8 luff tape suitable for Hood roller furling. Blue sail cover patch. (415) 342-1746 (e)

**1979 FANFALL 39' PILOTHOUSE CUTTER**

Great sailing cruiser, 60 hp Izu engine. Excellent for live-aboard, hot and cold pressure water, teak interior, well maintained. Must see to appreciate, has been used as demonstrator. \$75,000. (408) 988-1173.

*Sea Berths*  
custom bed sheets for your boat 415 775-5154

**Professional Marine Services**  
YACHT DELIVERY AND MANAGEMENT / COMPETITIVE RATES  
Gary L. Hoover / Peter M. Sutter / David Sutter  
60 years of Experience Awaits Your Call  
(415) 332-2510 / (415) 570-5135

**SAIL CLEANING** 1-week  
Repairs  
**EAST BAY** 523-9011

**MARINE SURVEYOR**

BRIAN O'DONOGHUE  
And Sailboat Consultant  
(415) 461-6347

Canvas Work **SHIP SHAPE CANVAS** Yacht Upholstery  
SCHOONMAKER POINT MAIN BUILDING (NEAR BAY MODEL)  
SAUSALITO, CA 94965 415 331-2497

**BRISTOL BRIGHTWORK ULTD.**  
Custom Refinishing • Touch-Up • Maintenance • Masts  
Rails • Interior • Exterior • Brass Polish & Coating  
Decking • Hardware Repair/Commissioning  
Traditional Class • Modern Techniques • Top-Line Materials  
For Free Estimates, call Geoffrey M. Roberts (415) 897-0575



**WANTED — WORLD CRUISING SAILBOAT**

50' to 60' dual steering pilot house in fiberglass or metal, fully equipped in good condition. Send specifications, photos, etc. to P.O. Box 1812, Sausalito, CA 94966.

**25' SLOOP WITH MONTEREY SLIP**

First \$6,000 takes this Schock 25 with spinnaker, three jibs, outboard. Just hauled. Good race record. Great for inexpensive racing or just fast day sailing on Monterey Bay. Call Van at (408) 688-9543 after 6 p.m.

**CASH!!**

Hobie 16' wanted.  
With or without rig.  
(415) 459-0532.

**MARINE EXPERIENCED — SEEKS EMPLOYMENT**

30,000 miles blue water sail. 3 years manager charter company in Florida. Marine retail sales experience. U.S.C.G. license. Sailing instruction experience. Wood boat maintenance a specialty. Works very well w/public. Local references. Owner 30-ft 1938 classic Alden sloop 11 yrs. Full time, good pay, future wanted.

Write: Craig Quirolo, 16840 President Dr., San Leandro CA 94578. Will relocate. Available 1/1/84.

**CHRISTMAS SPECIAL**

Pineapple Tri-radial, Blooper for 30' yacht. Excellent condition. Both for \$600. Vance (415) 332-1106 / (415) 750-3202.

**VALKYRIE — FOR SALE**

Ted Geary designed, Seattle built 1931. Classic cedar oak teak sloop. S.S. rigging, gray lugger 140 refastened, recaulked, rerigged 1981. 30'6"x9'x5'6". Berth 315, San Francisco YC, Belvedere. Call (415) 435-3357 (p.m.).

**RANGER 23**

A truly great boat!!! 1974 Ranger 23, six sails, VHF, digital inst., stereo, stove, Zodiac inflatable, Evinrude OB. Active class assoc. Good race and cruise boat. \$12,500. Call (415) 861-2301 anytime / (415) 339-3120 eves only.

**CLASSIC WOODEN BOAT**

Black Witch. Gaff rig sloop. Ralph Winslow design. 32'x10'6"x6'8" — 9 tons. Westerbeke 99. Full new cover, new sails, superb craftsmanship, bristol. (415) 435-1433, (415) 393-0204.

**1981 TAYANA 37 CUTTER**

Fully equipped for cruising. Diesel, radar, autopilot, Loran, VHF, stereo, color TV, refrigerator, custom dodger, dinghy, much more. Bristol. 92K. May consider trade. Owner (415) 465-1411.

**31' STEEL SLOOP**

'Cumulant Class built by Van De Vliet '71 in Holland, Sausalito berth, hard-chine, full keel, no leaks, Volvo Penta MD2 dsl., Simp.-Lawr. winch, Pathfinder windvane, liferaft, dodger, Aeolus dinghy, 7 bags sails, over 300' line, 250' chain, anchors, etc. Will mail specs. (415) 331-0440 (e/wknd)

**SAN JUAN 24**

Tahoe boat. Never touched salt water. 1974. Well equipped with 7 bags of sails, motor, trailer and Porta Potti. Deck layout and 5 winches makes for an outstanding racer/cruiser. \$13,500. (916) 577-2152.

**ESPAÑOL PARA MARINEROS**

Cruising south? The key to enjoying Mexico may be communication. Learn basic conversation and pronunciation skills. Obtain vocabulary especially for boaters. Classes Monday 7-9 p.m. December 5, 12, 19 in Sausalito. \$15. Call Tricia K. 331-5249.

**ISLANDER 28 — 1978**

Immaculately maintained popular one design known for performance and elegance. Lots of extras: 110 lapper, new 135 Pineapple genoa, Martec prp., self tailing Barientis, low hour Atomic 4, teak/holly sole, AM/FM cassette stereo, VHF, extensive canvas covers, beautiful teak and oak cabin, custom cushions, safety gear, ground tackle . . . much more. Ready to race/cruise in style! This boat must be seen. \$34,500. (408) 267-5948

**SANTANA 1/4 TON**

25' racer/cruiser in excellent condition for sale. 1 hour on rebuilt 7 hp Vire inboard. 110%, 130%, 165%, tri-radial spinnaker. Also, windpoint, windspeed, knotmeter, depth-sounder, VHF, 6 winches, adjustable backstay, etc. \$9,999 firm. (415) 922-3658.

**CATALINA 25 — 1982**

Tall rig, fixed keel, Honda O.B., VHF, Horizon D.S. and knot log, compass, shore power, solar panel, main, 110, sail cover, jib bag, Dodger, etc., etc., etc. Delta boat. \$16,000. (916) 929-5994 after 6 p.m. Ross Stevens

**CLASSIC HERRESHOFF H-28 KETCH**

Full keel, mahogany planked, Atomic 4, chart table, head, galley, 7 sails, huge inventory, hauled/painted Aug. '83. A famous classic in excellent condition. Asking \$19,000. Ask for Bob Loudon at (415) 326-7780 days, (408) 867-1904 nights.

**26' FIBERGLASS CUSTOM SLOOP**

Beautiful wood interior, cozy Pilothouse provides year-round comfort. Great for overnight weekend cruising on Bay or Delta. Loads of equipment such as stereo, VHF, extra headsails, etc. Boat \$9,000, trailer \$750. (415) 657-0457.

**EXPORTER IS FOR SALE**

Owner has moved, must sell now! Buccaneer 295, excellent condition. Set up for racing and cruising, all sails and equipment necessary. Boat offers years of fun. A steal at \$28,500. Call Chris (415) 763-9605.

**CATALINA 30**

'76 Dsl New Condition, VHF, KM, wind speed, depth sounder, blk anodized mast and boom, internal halyards, 5 bags sails, rigged for solo sailing, extra heavy rigging, backstay adjuster, much more. Survey replacement value — \$45,000. Must sell. \$28,900/offer. (415) 934-7928.

**1/2 PARTNERSHIP — 34' ULDB**

Full race, 3 spin., Mylar 150, Loran. Excellent condition, used very little. \$5,000 buy in. Terms flexible. (408) 374-1130 (e).

**FOR SALE**

Olson 30. Fully equipped. Complete sail inventory for racing. VHF & Signet instruments. Call (916) 758-0700 or (916) 756-8297.

**WATER ORIENTED RENTAL**

Beautiful 3-bedroom home in Point Richmond. Spectacular view of 3 bridges, hot tub, large yard, near marinas and yacht clubs. \$1,800/month. Michelle, 775-3024.

**VALIANT 32 — HULL NO. 1**

Top quality Perry designed performance cruiser. Well equipped, rigged for singlehanding, good condition throughout. 6 sails, twin poles, windvane, diesel, EPIRB, dinghy, VHF, RDF, DS, KM and more. \$68,000. (415) 939-2490 after 6.

**SANTANA 22**

No. 335 race equipped with spinnaker; all stainless steel rigging; six winches; lines led aft; head; compass; lifelines; newly overhauled 6 hp O.B. dry sailed on double axle trailer. \$6,200/offer for boat; \$800/trailer. Jerry (707) 763-6615.

**WINTER SPECIAL**

1981 Merit 25. Owner financially strapped and selling at reduced price. Successful racer, Horizon sails, new outboard, race gear. Asking 18K, considering all offers. Call for further details. Mike (408) 298-8463 (h) / (408) 925-5503 (w).

**ERICSON 23****WINTER SPECIAL!**

Great Bay Boat. 6 bags including spinnaker. 6hp OB. \$5,500.

Stan (415) 861-2587

**CHEAP INSURANCE FOR OFFSHORE CRUISERS**

Offshore Cruising Seminars by John Neal. Unobtainable, vital info. Save money, hassels & maybe your boat & life. Intensive 2 day, 16 hr. lectures with slides, charts & 140 page printed notes. \$95 single, \$145 double. S.F./Tiburon Feb. 11&12, June 2&3. LAX/Sheraton Feb. 18&19. Seattle Feb. 5&6. Mahina Cruising Services, P.O. Box 21814, Seattle, WA 98111. (206) 784-0187.

**MARINE ELECTRICAL WORK**

Repair Work and New Installations  
We work on 12v., 110v., & 220v. 3-phase systems.  
Specializing in sailboats, cruising and racing

Clint Gilbert

(415) 232-0622

**CATALINA OWNERS****PROTECT YOUR TEAKWORK**

We have canvas cover packages for Cat 27-30-36-38 Boats

Call for quotation

BAILIWICK

SAN MATEO

(415) 342-5625

**NEED YOUR BOTTOM CLEANED?**

Call: Joss Wilson Underwater Services  
(415) 566-7826

Hulls Cleaned, Zincs, Inspections

**HALLBERG RASSEY 41'**

1977. New Perkins diesel. Sleeps 6. Teak decks. In excellent condition. Galley equipped with self-lighting stove, refrigerator/freezer. VHF, Autopilot, compass, Fatho, SSB, EPIRB. 8' Dinghy with outboard. Asking \$130,000.

Call Jim — CAPTAIN'S YACHT SALES  
(619) 222-4515



**1975 RHODES TRAVELLER**

32-foot Ketch. Cruise equipped. Excellent condition. Has made a comfortable trip to and from Mexico. Santa Cruz sub-lease available. \$55,000. (408) 476-9343.

**NEED CREW TO MEXICO**

On 43 ft. Rhodes sloop to leave Sausalito approximately Jan. 15 to share extended cruise or part way. (415) 332-2366, 474-1782 (msg).

**CREW AVAILABLE**

Englishman, 30, 5 years own boat cruising, one transAtlantic. Healthy, intelligent, coordinated, friendly, aware, hard worker. Can fly, navigate, cook, woodwork, speak French. I am seeking extended voyage to Pacific and beyond. Jeremy, P.O. Box 7783, Santa Cruz 95061.

**SELL OR TRADE 26' F/G SAILBOAT**

For SatNav, VHF, Loran, Windlass, etc. \$5,995. Owner will carry or discount for cash. Has galley, stove, icebox, 12 volt, 110V. Reefing 9.8 Mercury O/B, head. Berth available. Mike (408) 258-0908

**ROLLER FURLING FOR SALE**

Famet, a good one and good condition. Fit 5/16 to 1/2" head stay, any length. \$850 or possible trade for good 10 to 15 HP outboard and 45-60 lb. CQR. (415) 332-2366, (415) 474-1782 (msg).

**23' CORONADO SLOOP 1969**

6 HP Johnson O/B '77, inflatable raft, boom tent, original main and jib, S.S. bow pulpit, mast and boom refinished, good condition. San Rafael berth. \$4,900. (415) 453-3762 after 6 pm.

**"NELLY BLY"**

A graceful tall-rigged ketch, seaworthy and fully found. Diesel, wood construction, launched 1934, lately served as a schoolship. In Kona, Hawaii. \$47,500. Will deliver anywhere. Nancy Griffith, P.O. Box 167, Captain Cook, Hawaii 96704. (808) 328-2666.

**LIDO 14**

Fiberglass day sailer with Highlander trailer. Two sets of sails and ready for the water. Asking \$1,200. Call Jon at (415) 388-2381 eve.

**ISLANDER BAHAMA 24**

Great Bay sailer, full keel, large cockpit, head, galley, poptop, sleeps 4. In excellent condition, extras include: VHF, stereo, new genoa, galley stove, elec. bilge, 6 hp OB. Must sell \$5,500. Mike 956-6792 (d) / 521-3893 (e).

**WATERFRONT RETREAT/HIDEAWAY**

Wonderful waterfront home at Waldo Point in Sausalito. 6B'x38' on pilings with 3 floating docks, 3 sunny decks, a pilot house with 360 degree view, 9 rooms, 2 unit possibility. Must see. \$225K & berthage. 332-2716.

**FEMALE, MID 30'S**

Interested in cruising/crewing for winter months in exchange for cooking, maintenance, etc. I'm a boat owner with limited sailing experience and high enthusiasm for learning more. Contact Michelle Collins, (916) 583-3070, Box 6591, Tahoe City, CA 95130.

**ALBERG 30 — \$30,000**

This one-owner, mint condition, Canadian classic has full keel, North sails, no. 22 S/S two-speed winches. Atomic 4 (only 130 hours) and many extras. A beautiful super-built but little used f/g racer/cruiser. Owner: (415) 924-2036.

**ERICSON 32**

Successful South Bay racer/cruiser *Vayu*. Sleeps 6, dinette interior, 3 burner stove w/oven, Atomic 4, T cockpit, Binnacle w/compass, wheel steering, fully equipped: 7 Barent winches, 2 spinnakers w/heavy gear, 4 jibs, internal halyards led to cockpit, backstay adjuster, Vang, slab reefing, wind-speed, knotmeter, VHF, depthsounder, high tensil Danforth anchor, faired keel and rudder, folding Martec prop, strong rig, sound hull, 1972, berth negotiable. Asking \$34K. (415) 493-0155 (e)

**24' NIGHTENGAL SLOOP**

Tom Wylie design Bay area racing sloop. Five North sails inc. spinnaker, Barent winches. Excellent condition. Will consider a car for partial trade. \$14,500 or B/O. (415) 521-4998.

**10' WOODEN SAILBOAT — OUTBOARD**

Versatile dinghy or family recreation. Easily car-topped, carries 4 adults. Built by Viking of SSF using plywood with fibreglass seams, \$600. 7 HP Eska Outboard w/tank, \$200. 355-0698.

**35' SILVER QUEEN HOUSEBOAT**

Liveaboard berth in Alameda. Chrysler U-B w/outdrive, 105 total hours. Montgomery sailing dinghy on davits. Excellent condition. Must see to appreciate. \$27,500. (415) 521-4998.

**CATALINA 27**

Own all or part of Sundance. Well equipped with VHF, KM, D.S. stereo, 2-speed Barlows, spinnaker, 150 genoa, and more. Great shape with traditional interior. Vallejo berth available. \$15,500/offer. (707) 745-0249.

**HUNTER 30 SLOOP**

One owner, like new, diesel, dodger, roller furling jib, knot-meter, VHF, depthfinder, H/C pressure water, shower, refrig., boarding ladder. Rigged for single handling, whisker pole, twin batteries, and more. Asking \$33,500. (408) 867-1114

**SAILING AT ITS BEST**

Int. 505, US6B25, Airex & Klegecell cored. Hiway trailer w/dolly, 3 suits sails, \$1,900. (916) 221-2237, (916) 243-2236 Car#5496 (will be cruising Dec. 13-27).

**MERMAID**

Beautiful 20'6" Danish built wood sloop. Lapstrake hull, mahogany brightwork, spruce spars, North sails, and Seagull outboard all in good condition. Upwind Berkeley berth. \$4500. (415) 525-2594 or 845-2255 message.

**COLUMBIA 26 MKII — 1970**

Excellent condition throughout. 3 sails, D/S, VHF, KM, Carpeted, varnished exterior teak, shore power, boarding ladder, inflatable 10' boat. Johnson O/B. \$11,500. (408) 284-6418 (d), (415) 941-5566 (e).

**HUNTER 33 1980**

Super clean, H/C shower, heat exchange, stove/oven, 6'4" headroom, sleeps 7, wheel, teak & holly sole, navigators station, diesel, Datamarine depth, knot, log, dodger, spreader lights, opening ports. Great offshore, Bay or liveaboard. \$37,500. (415) 458-3083.

**SOUTH PACIFIC DREAM CRUISE**

65' Modern ketch leaving January to cruise So. Pac. Islands for 1 yr. Looking for females to augment exp. male crew. Love of sailing, positive outlook, compatibility prime requirements. Non-smokers preferred. Boat's seaworthy/well-equip. Here's your chance to make that dream come true. Don't miss the boat. (415) 332-5601 for details.

**COLUMBIA-22**

Berkeley berth. Outboard, spinnaker, genoa, VHF/AM-FM, and more. Well maintained and clean. Among the most safe, roomy and dry 22-ft Bay sailboats. Sailing lessons incl. if you act now. \$5,500. (415) 758-7649 eves.

**RANGER 23**

Excellent condition. Race & cruise equipped. 7 Lewmar winches with all controls led to cockpit. North sails/racing main, jib & spinnaker, along with 2 sets of cruising sails. Sausalito berth included. \$13,300. (707) 838-7744.

**SALES REP — MARINE EQUIPMENT**

Large importer/distributor of sailboat equipment and inflatable boats looks for dynamic rep to cover So. Cal. dealers and boat builders. Sailing and selling experience preferred. Send resume to: Seagull Marine, 1851 McGaw Avenue, Irvine, CA 92714

**OLSON 40 "SPELLBOUND"**

Available for charter  
Bay Races, Manzanillo, Clipper Cup '84  
Kaul or Maui '84  
(916) 758-0700 or (916) 756-B297

**HYDRO-FOIL**

The new easily applied copper-nickel foil that gives 10 year plus protection from barnacles and marine growths.

Write:

HYDRO-FOIL

3241 Whitney Avenue, Sacramento, CA 95821

**MARINE REFRIGERATION**

Holiday Greetings to our Valued Customers and Friends  
— Holdover Plates and Nau • T • Kol Refrigeration Systems in stock —  
115 V.A.C. and 12 V.D.C. Compressor Repairs  
331-7661

Schoonmaker Pt.

Sausalito

**FACTORY CLOSING**

2 - 1983 Santa Cruz 27's. \$32,000 for both.  
1 complete, other 2/3 complete. Should be able to finance 100%.  
Call (408) 425-B19B or write:  
Santa Cruz 27  
2589 Mission St., Santa Cruz, CA 95060

**41' KINGS LEGEND 1981**

Beautiful aft cabin, aft cockpit cruising sloop with inside steering. Loaded with top name cruise equipment and ready to go. Located in San Diego.  
Asking \$105,000  
Mission Bay Yachts (619) 223-3246.



### 32' CRUISING YAWL

Alan Buchanan designed, British built with proven offshore capabilities. F/G, teak decks, Saab diesel, Aries vane, Avon liferaft, Avon dinghy, 11 sails (4 new), Barient's, new instruments, wheel steering, and more. Built and equipped for offshore cruising, can be ready to go again on short notice. Easy to handle, makes good Bay/Coastal boat. Anxious to sell. Call for details. (415) 254-8451.

### 40' SPARKMAN & STEPHENS "TEHANI"

1964. Double planked, copper fastened, Volvo diesel. 6 sails, autopilot, propane stove. Sleeps 6. A Baja veteran, "Tehani" is a well maintained performance cruiser. \$55,000.  
(213) 306-6836

### "SUMMERTIME DREAM"

1979 custom Schumacher 1/4 ton. Complete, proven racing package. 2 time national 1/4 ton champion, 2 time MORA overall winner. When you've seen the rest, buy the best! Owner anxious. \$19,500. Rob Moore, 885-1700 (w), 331-3134 (h).

### UPWIND

45' Berth to sublet in Berkeley  
\$200/month  
(415) 453-4532

### CRUISE THE WORLD

Aboard a bristol Westsail 43 tall rig cutter. Factory finished, all wood interior, easily handled by a couple, equipped for long distance cruising. Call for complete specifications. (213) 549-5582

### VENTURE 23'

"Yellow Fin", cutter rigged, 9.9 Johnson O.B., retractable keel, trailer, sink, sleeps 5, fiberglass construction, 3 sails, anchor, lifejackets, ready to sail, a great Bay or lake boat. \$5,000. (916) 467-3294.

### PACIFIC CUP — RACE TO KAUAI

Experienced crew needed for fully TransPac equipped Islander 40. Call for details. Don Wilson 532-0747.

### SANTANA 22 — \$4,150

All rigging holes in hull have been reglassed and ready for newly bought Schaefer equipment. New rails, blocks and traveler systems. Tinted plexiglass windows, 3 sails, ready for finishing. Richmond berth. (415) 935-2509.

### ED MONK 25

Classic small cruising sloop. Built in 1947 in cedar on oak. In excellent condition, impeccably maintained. No rot. Fully set for local cruising. Great Bay boat. 8.5 K. (415) 453-1029 or (415) 459-1857.

### EXCALIBUR 26

Race/cruise, active one design fleet and thrilling to sail, excellent condition, 7 sails (new spinn), VHF, ready for ocean, Berkeley leeward slip, ask \$10,500. Call Gordon 527-9382.

### NEW DIESEL ENGINE

60 hp, 4 cyl. Pisces. Starter, generator, reduction gear, gauges, controls, mtr. mounts and manuals. Never used. \$6,000 or best offer. (415) 239-1294.

### WANTED

Have El Toro but need spars and sail for same. Must be in reasonable condition. Call Bill (707) 544-6853 evenings.

### 1977 BRISTOL 29.9

Fast, spacious and able cruising boat. Classic lines. Excellent condition, diesel, wheel steering, dodger, 4 sails, 5 winches, lots of equipment. \$49,500. (415) 932-5005 evenings.

### GOLDEN GATE NO. 11

"Lively lady" 24' wooden hull; floating, ready for restoration, by dedicated wooden boat lover. Best offer. 332-6789.

### ISLANDER 21

A fine Bay boat, well maintained. Four sets of sails, including free footed jib. Evinrude 6 O.B. Berth available. Priced for quick sale, \$3,700. (415) 648-4574.

### ENERGETIC FEMALE CREW NEEDED

To complete the last few projects on my new 36' steel cutter. In return there will be sailing on the Bay, coastal trips, and a berth aboard when I head south in mid-1984. Call evenings (415) 459-4955

### ARIES WIND VANE

Top condition. \$950 or best offer  
(415) 837-1399 evenings/weekends

### CORONA00 25

S.F. Gashouse Cove berth. 1968 fiberglass sloop. 15 hp Johnson O.B., alcohol stove, stereo, BBQ, depth sounder. Main, working jib and genoa. Active class assoc. Excellent Bay and Delta boat. Asking \$9,000. (415) 334-4255.

### ISLANDER BAHAMA 24

Great Bay boat, 6 hp Johnson O.B., VHF, sounder, jiffy reefing, jib and main, sailcover, shorepower, battery charger, AC/DC, refrigerator, Porta Potti, topping lift, anchor, very good condition, with berth. Call (415) 829-7365.

### SEA STAR 460

Don't compromise! Get super performance, luxurious comfort and incredible storage space and conveniences. This fast 1982 Brewer-designed flush-deck cutter features Lewmar ST's, pilothouse with dual steering, 80 hp Ford-Lehman, extras large tankage, roomy 3 cabin, 2 head layout, much more. Perfect for Bay extended cruising or liveaboard. Owners may assist with financing. Call evenings (415) 589-1766.

### ERICSON 27 — 1973

One owner. Fully equipped. DeWitt sails 120, 150, spinnaker. VHF, Depth Finder, knotmeter, Lectrasan, Atomic 4, folding prop, cockpit cushions, and more. \$20,500. Paul (415) 457-8080 (w) or (415) 454-1651 (h)

### CAPE DORY 28

1980 excellent condition, Volvo twin diesel, 85, 100 and 100% jibs, club boom, main & jib covers. Marine VHF & AM-FM stereo radios. Kenyon depth, knots & log meters. Two Danforth anchors, chain and line. \$36,000. (415) 328-3424

## NOR-CAL COMPASS ADJUSTING

Magneuto™ System Exclusively

1. Boat Remains in Berth
2. Owner's Presence Not Necessary
3. Eliminates Deviation

Dick Loomis (415) 453-3923 days or eves

## Teak Wood

from B. AXELROD AND COMPANY

Teak Lumber/Plywood

By appointment only: (415) 626-4949 / 201 Florida St., San Francisco

## STUART E. RIDDELL

Marine surveyor and consultant

(415) 332-9036



## Cruising Consultant/Marine Survey/Yacht Delivery

Capt. Harry G. Braun  
(U.S. Coast Guard Lic.)

Professional Engineer  
(Calif. State Lic.)  
Call Sign: KE 6 RX

(415) 522-1561  
2814 Van Buren St.  
Alameda, CA 94501

## MARINE PLYWOOD AND LUMBER

We stock Fir, Mahogany and Teak  
Marine Grade Plywood: 4x8, 4x4, 2x8, and 2x4 sheets  
We also have 4x12 Fir Plywood  
BOATERS SUPPLY (415) 365-7874

## Tahiti — Advanced Offshore Cruising Seminar

Instruction by John Neal. Hands-on cruising experience on SPYC charter yachts in Tahiti. 1 week learning & practicing: low island landfalls, coral/pass piloting, kedging off, weather/passage planning, storms, anchoring, rescue, medical, sail repair. Feb. 29-Mar. 9, & Mar. 9-18. Airfare, boat, seminar, prov. \$1,468/person total. Mahina Cruising Services, Box 21814, Seattle, WA 98111. (206) 784-0187/SPYC (800) 453-2730.

## SAIL CLEANING

- Over 13 years experience
- Fast turnaround service

BAILIWICK SAN MATEO (415) 342-5625

## MARINE DOCUMENTATION

SANDRA K. HANSEN  
Attorney at Law

1120 Ballena Blvd.  
Alameda, Ca. 94501

521-5500



**CLASSIC MERMAID SLOOP**

Built in Denmark with 20'4" of beautiful lines and full keel. Seaworthy lapstrake hull with copper rivet fastenings. Honduras mahogany brightwork, cabin will sleep 4. Many extra cruising touches. Upwind Berkeley berth. B.O./trade for pickup. (415) 526-5432.

**26' PEARSON SLOOP**

1976 very clean boat with 3 sails, VHF, plus much more. Brickyard Cove berth. \$16,900 or best offer. or 1/3 partnership for just \$5,700. Call Charles (415) 376-5313 evenings for full details.

**FOR SALE**

New Aries vane, \$1,100. New Forespar spinnaker pole, 4" dia., 21-ft long trigger-socket ends w/car, \$460. Avon 6 man liferaft double floor, \$1,750. Drift 1.5 oz dac. 50 ft. luff, excellent condition, \$450. 331-3405.

**INGRIO 38**

Hull and deck have been attached, ballast and interior bulkheads have been installed. Includes 10 ton 8 wheel trailer. \$35,000. Ask for Art. (415) 532-3686 days, (415) 235-5819 evenings.

**28' WOODEN CRUISING CUTTER**

Affordable, equipped for extended ocean sailing and L.O.B. Mexico veteran, great cruising boat! Beautiful lines, traditional full keel, bowsprit, boomkin. Includes all cruising gear, Berkeley upwind berth. \$28,000 O.B.O., will consider trailer boat as part payment. (916) 481-3545 eves.

**DRASCOMBE LUGGER**

18'9" trail and day sail boat, English built. Strong FG construction. Ideal Bay or trailer boat cruising (i.e., Sea of Cortez or Pacific N.W.). Luggers have made notable voyages, see Webb Chiles book "Open Boat Across Pacific". \$5,800 O.B.O. (916) 481-3545.

**FOR SALE**

Spinnaker I=38', J=13', 3/4 oz. \$600. Norcold AC/DC refrig., \$150. Pre-1934 Wilcox brass head, \$125. Sitex Loran 757, \$750. Orinda autopilot, \$450. 150% Mylar I=42", J=22', \$450. 1980 Hunter 33, \$39,000. 458-3083.

**1981 CATALINA 30**

Excellent shape. Tall rig with bowsprit and oversized standing rigging. Scheel keel. Double jiffy reefing on main. North 110 and Geniker, Watts 70% jib. Midboom sheeting, wheel, pedestal guard compass, blue hull, diesel, H/C pressure water (70 gal.), head with Macerator pump, shower, shore power, dinette, stove with oven, VHF, depthsounder, knotlog, masthead tri with strobe, Windex with antenna, painted spars, halyard winches on mast, stainless mast stepplate, backstay adjuster, swim ladder. Must sell, new boat ready. \$33,450. (916) 392-4405.

**CREW TO MEXICO**

Professional writer, 33, wants to share his energy with you for cruise or delivery to Mexico or the Caribbean leaving mid-December. I have Bay sailing experience, and am studying Spanish and navigation. Rik (415) 563-2175 (San Francisco).

**GLADIATOR - 24 — \$5,000**

Clean, good rigging, outboard, anchors, sails, dinghy, new battery, VHF. Hull no. 4. Will take \$4,500 — without outboard, dinghy, VHF, battery. Price(s) not for bargaining; cash please. Call Stan (415) 922-8641 evenings/weekends.

**TWO BOAT OWNER**

One must go. "Lightspeed" is a una rigged 21-ft ULDB designed and built by Spruit in Santa Cruz. She sleeps four and is very handy and fast with a Trailrite trailer. Hoist or ramp launchable. Asking \$11,500. The second boat is a Westsail 32 cruising cutter. She is a clean, strong, comfortable, go anywhere boat with most of the extra gear that a cruising boat needs. Asking \$53,000. Call Bill 865-1035 days.

**1978 CAL 25**

Yanmar diesel, knotmeter, radio, Tillermaster, 4 sails. Asking \$18,000 or will trade up. (702) 885-5420 (d) / (702) 882-1420 (e).

**SCUBA GEAR**

Aluminum 80 w/backpack, Conshelf XIV regulator w/Farallon gauge — \$250. Record collection, 250 R&R albums, 350 & discs, all in great shape, \$2.50 per disc. Also a Pioneer turntable. Call (415) 835-2463 for info.

**AUTOHELM 1000**

Autopilot for tiller steering. Used less than ten hours and in perfect condition. \$325.00. 665-5375.

**PEARSON 30 — COASTER**

"Arosa" is a F.G. full keel sloop built by Allied Gruman in 1966. New rigging in 1979, working jib, genoa, VHF, knotmeter, D.S., dinghy, cockpit cushions, pressure water and sleeps 6. \$21,500. (415) 521-9371 (e) / (415) 521-8631 (d).

**INTERNATIONAL FOLKBOAT 26'**

Very good condition. Strong. Sturdy. Full keel. Fiberglass. Three headsails. Outboard engine. Upwind Berkeley berth. \$14,950. (415) 837-1399.

**RAWSON 30 LIVEBOARD**

30'6" full keel cruising sloop, solid, beamy fiberglass w/6'1" headroom throughout. 12 v. & 110 v. electricity, alcohol range, telephone jacks, "mini" fireplace, \$25,000 or partial trade for Marin View lot. Lee (415) 541-1527 (w) / (415) 435-4263 & (415) 334-4969 (e).

**FEMALE CREW WANTED**

Looking for congenial, versatile woman interested in cruising Hawaii, So. Pacific, spring '84 on 40-ft Polynesian Catamaran. Should be able to relocate immediately, like wilderness living. Please write, enclosing photo: Marten Von Jena, P.O. Box 8213, Santa Cruz 95061.

**TWO ENGLISH-MADE DRASCOMBE YAWLS**

Drifter: 21'6" with cockpit tent, spray dodger, 2 sets of sails, spinnaker, head, galley, and EZ loader trailer \$12K. Dabber: 15'6" complete, delivered \$5K. (515) 275-4296

**A FOLKBOAT FOR CHRISTMAS**

Wood is wonderful, but we have more wooden boats than we can properly maintain. We are looking for a new owner for our Folkboat, US-24. She is in good condition and comes with 2 mains, 2 jibs, strong outboard, new full cover, and slip, if you wish. \$6,300 or B.O. (415) 229-4322.

**33 FEET: FAST AND COMFORTABLE**

1981 Hunter. Roller furling, Barient 27s, Datamarine wind, speed and depth gauges. Custom dodger and covers. Hot and cold, shower, stereo, VHF, sleeps 7, etc. Great shape, 1983 survey and bottom paint. \$49,600. Marc at (415) 453-1033.

**LAPWORTH 24**

Gladiator, great Bay boat, Pineapple-DeWitt, spin-rig, Honda 7.5, knot, new upholstery. \$7,000. (707) 255-3652.

**1965 CHEOY LEE OFFSHORE 27**

Desperate to sell, wife, mother ready to kill husband, son if not sold soon. Excellent condition, new 13 hp Volvo diesel, 7 bags sails, 2 spinnakers, Dodger, full boat cover, loaded with cruising gear. Asking \$22,000. Call 652-1699 or 932-1444 please!

**SPENCER 35**

1965 fiberglass full keel cruiser/racer. All teak interior, B&G depth knotmeter & log, TI Loran, F/W cooled Perkins 4-107 diesel, four sails including spinnaker, Barient self-bailing primaries, clean. \$30,000. 332-4282.

**CAVALIER 39 SAIL BOAT**

Quality, New Zealand Craftsmanship Throughout

\$115,000, Terms

415/367-8874

415/367-7212

**COVERS — COVERS — COVERS**

- Boom Tents
- Sails
- Teak
- Cockpit

BAILIWICK

SAN MATEO

(415) 342-5625

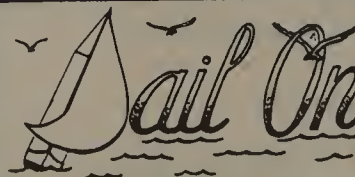
**ARIES SELF-STEERING**

\$1,345

NOVA/MARINE  
1801 Clement

(415) 865-6088  
Alameda, CA 94501

Hours by Appointment



and leave all your personal business management to us — banking correspondence mail forward many other custom services

Peg Blair (415) 332-3110 Sally Austin

**READY OUTBOARD SHOP**

245 GATE 5 ROAD, SAUSALITO

NEW AND USED MOTORS


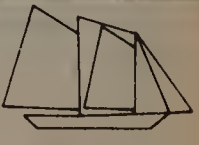
Inflatable Dinghies and Tenders

9 to 5

(415) 332-5233

**A SCHOOL IN YOUR MAILBOX?** That's right! Learn practical navigation from Solo TransPac skipper Mike Pyzel. Easy to follow home study course contains eight comprehensive and enjoyable charting lessons. Satisfaction guaranteed. Write or call for brochure. PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108 (805) 969-4195 (24 hours)



<p><b>1981 MOORE 24</b> Youngest, best equipped, cleanest &amp; least worked Moore for sale. Always sailed in Seattle's light air, never in salt water. 5 sails, KM, 4 hp outboard, trailer. Alameda Marina drydock, slip 570. \$18,500. (415) 673-3087.</p>	<p><b>MERCURY CLASS SLOOP</b> 18' full keel wooden Mercury with trailer and extra sails. More fun than a tax refund. All yours for \$1,300. Call Bern (415) 961-3940 (d), (408) 253-9925 (e).</p>	<p><b>26' STEPHENS JR. CLIPPER</b> Classic Bay sloop — best example extant. Full lifelines, dodgers, head, sink, VHF, recent Sutter sails, and sail and cabin covers, Chrys. 10 hp O.B., and 2 tanks, self-tending jib, recent bottom &amp; topsides. \$7,000/B.O. (415) 457-3421.</p>
<p><b>EXCHANGE 50' SAILBOAT</b> For real estate, notes in California. Fully equipped, super condition fiberglass ketch. Delivery Bermuda or Gibraltar. Price: High hundreds. Johnson, 2019 East Cliff Dr., Santa Cruz, CA 95062, (408) 425-1766.</p>	<p><b>ONE OF A KIND</b> 78' motor vessel "North Sea" built in '32 for Rockefeller Fndn. by Lake Union Shipyard. Features every possible luxury, modern electronics &amp; rebuilt original Washington engine. Commercially registered. Currently in Sacramento. \$175,000. (916) 372-6930 leave message.</p>	<p><b>MEXICO CREW WANTED</b> 30 year old skipper of seaworthy 32-foot ketch seeks one more helpful, easy-going crewmember for all or part of leisurely trip South around February-March. Coastal sailing experience desirable. Rick, (415) 494-4466 (d) / (408) 735-7225 (e).</p>
<p><b>MOORE 24</b> Winner Corinthian Mid-Winters '83 Champion Bay One-Design class. 2 years new. Full race equipment. New North 95% and spinnaker. Micron 22 bottom. Sausalito berth. \$18,500 or best offer. 924-7134.</p>	<p><b>ARIES SELF-STEERING VANE</b> Brand new, never mounted and still in the box. This is the latest model that breaks down for stowing or safe keeping below when not in use. \$1,265. (714) 675-6750 Jim.</p>	<p><b>HOLDER 20</b> Hull No. 1. All balsa core. 5 Watts Mylars, virtually new. Pulpit &amp; lifelines. Many custom features. Lots of extras. Trailer. \$6,500/O.B.O. Will deliver. (213) 547-2439, (213) 832-1309 Sean.</p>
<p><b>37' BROWN SEARUNNER — MUST SELL</b> Well equipped trimaran in excellent condition. Good live-aboard boat. 5 sails, VHF, 3 anchors, 2 wood stoves, more. Berkeley slip. \$35,000. Call Bill (408) 263-9366.</p>	<p><b>FOR SALE</b> Rhodes 19, very clean, Evinrude 3 hp, \$1,900/O.B.O. 66—"505" British built, Lil Dude trailer, B.O. Chyster Mutineer 17' complete w/trailer, like new, B.O. (707) 545-4955</p>	<p><b>TIME SHARE PEARSON 365</b> Sail a fully equipped Pearson 365 ketch berthed in Santa Cruz. Use 7 days/month for \$200/mo. on a 1 year lease. Make 1984 your year to experience the ocean, the Bay, the Delta or the Channel Islands. Call Bern (415) 961-3940 (d), (408) 253-9925 (e).</p>
<p><b>CAL-25 "MAHALO"</b> 1983 ODCA Champion, 1982-83 MYCO Midwinters Champion. Very fast Pineapple spinnaker, 105%, North 150%, 7 other sails. Most running rigging led aft. 5 winches. Vinyl bottom. New knotmeter, battery, running lights. Berkeley berth. \$11,000/B.O. Frank 527-2061.</p>	<p><b>GREAT CLASSIC SPARKMAN &amp; STEPHENS YACHT</b> For sale 1968 24' Yankee Dolphin in fine condition. Never raced. Treated only with lots of tender loving care. Phone (707) 552-5029, or write D.F. Searle, P.O. Box 422, Vallejo, CA 94590.</p>	<p><b>SAILS SAILS SAILS SAILS</b> Ericson 27 with I=32.5, J=11.25; Jotz 120%, \$350; Jotz 150%, \$400; McKibbin 120%, \$200; Jotz in good condition, McKibbin average. Near new jib cover, \$30. (408) 395-4826 evenings.</p>
<p><b>2 MASTER BEDROOM CONDO W/40' DEEPWATER DOCK</b> AEK, new carpets, washer/dryer, rec. room w/ping pong and pool table, wet bar w/ice maker, 2 car garage. \$1,000/mo. 1 year lease. 540-6448.</p>	<p><b>TIME SHARE 1983 HUNTER 31</b> Memberships available. \$160/mo. plus insc. Sleeps seven, hot &amp; cold pressure water, galley, head w/shower, electronics, diesel, stereo, pedestal steering. Alameda slip. Deb or George (415) 969-9992.</p>	<p><b>WESTSAIL 32'</b> '73 factory completed, excellent mechanically and cosmetically, green trim and covers. 6 page cruising inventory. An excellent value at \$52,950. (707) 763-4196 (a.m.'s)</p>
<p><b>FOR SALE</b> Metzler Tender I inflatable, new, never used, \$800 firm. Shipmate 2 burner alcohol stove, like new, \$100 firm. (707) 823-9366</p>	<p><b>SELL OR TRADE</b> 42' full keel sloop, custom designed and built for long distance, short-handed cruising. Excellent ground tackle with electronic windlass, autopilot, RDF, 7 sails. Sell or trade for 28'-30' sloop. Jerry (415) 953-4207, (415) 531-4281.</p>	<p><b>6 MAN RFD LIFERAFT</b> Excellent condition, never used. Packed and certified November '83. Valise-style, fully equipped. \$1,200. Call Read at 332-4408.</p>
<p><b>SANTANA 22</b> Just reduced to \$5,700 for quick sale. 7 bags sails, new bottom paint, 6 hp outboard. Berth available. Many extras. Call (415) 592-1907</p>	<p><b>TRAVELLER 32 CUTTER</b> 1978. Phillip Rhodes design. Beautiful double ended cruising boat with teak decks. Custom built locally. Superior quality and detail work. Excellently maintained. Well equipped. \$69,900/offers. Linda 367-1435 (e) / 853-5406 (d).</p>	<p><b>HONDA OUTBOARD MOTOR, \$165</b> 7.5 H.P., 4 cycle, overhaul manual, needs \$100 in parts to repair. Curt Muehl (408) 226-0616, (415) 965-6431, (415) 965-5336.</p>
<p><b>RACING SYNDICATE</b> Seeking individuals interested in forming a syndicate to compete in '84 YRA season. Plan to race Bay, and/or ocean plus possible Big Boat Series. Call George for details at 343-4031 eves.; 398-4100 days.</p>	<p><b>DON'T BUY THIS BOAT</b> Critical Mass well built custom 24' ocean racer. Full MORA equipment. Excellent cruiser. Good singlehander. Priced to sell. Financing available. Includes trailer. Call John (415) 522-1396.</p>	<p><b>CORONADO 25</b> 1967 fiberglass sloop. Sleeps five, toilet, stove, compass, clock, 9.9 hp Evinrude electric start. Bow and stern pulpits, other extras. Berth available, San Mateo. \$6,800. Owner finance possible. 347-5824.</p>
<p><b>MARINE SURVEYOR</b> <b>FRANK OLIVEIRA</b> Call Before 9AM or After 6PM (415) 388-2239 Available Seven Days a Week</p>		<p><b>PRIME BAY FRONT OFFICE SPACE</b> And berthing available for rent to marine-related businesses. Located in the Berkeley Marina with a 180° panoramic view of San Francisco Bay. For information call: 843-8195 Ask for Don</p>
<p><b>MARINE SURVEYOR APPRAISER</b> <b>JACK MACKINNON</b> Call anytime (415) 276-4351</p>		<p><b>VALIANT 40 FOR CHARTER</b> Sail San Francisco Bay in the most luxurious Valiant 40 on the West Coast. Named "Off-shore Cruising Boat of the Decade" by <i>Sail</i> magazine. She is exciting to sail and beautifully equipped from autopilot to SatNav. (415) 530-5464 after 6 p.m.</p>
<p><b>HARRIET'S SAIL REPAIR</b> repairs * cruising sails * custom canvas work <b>555 Illinois St. S.F. 863-2945</b> Agent for  Jotz Sails</p>		<p><i>Rutherford's Boat Shop</i> Boat Repair • Boat Building Traditional Woodworking Specialists 320 W. Cutting Blvd., Richmond, CA 94804  <b>233-5441</b></p>



**CREW WANTED**

51' Morgan beginning global cruise 1/84, Mexico, Costa Rica, Galapagos, Hawaii, So. Pac. & on. Positions available for weeks to months starting Jan. Later from Mexico, Hawaii, etc. Some financial participation expected. No smokers. Fields Construction Co., Foot of Spring St., Sausalito 94965.

**SAILOR'S DELIGHT**

The pleasures of sailing, less of the headaches. Co-owners of Hunter 33 looking for two partners. Reasonable buy-in, small monthly payment. Fast Bay boat, excellent condition recent haul-out, many extras. Richard Riley (408) 737-0124 (d); (408) 738-1780 (e); or (916) 333-4211.

**WANTED SEAMSTRESS/SAILMAKER**

HighTech surf sailmaker needs energetic person who would like to sail/work in Hawaii. If you're dedicated to producing quality work, send your confidential resume to: Hot Shots Sails, 58-035 Maika Pl., Haleiwa, HI 96712.

**FOR SALE**

Roberts Maritius 45 Hull. C-Flex, Fiberglass. Solid Professional Layup. (415) 349-1735 or call (415) 570-6632 and leave message on my business tape answering machine.

**LIVEABOARD AND CRUISE READY**

Alaska, Mexico. Classic 1931 Stephens MY. Twin Cummins Diesel, all electronics, washer & dryer, 220 lb. freezer, 3 staterooms, 3 heads, bathtub and shower. (714) 673-7357, Jack Robbins. \$180,000.

**GOLDEN HIND 31 CUTTER**

One owner world cruise, immaculate, fully found, documented. Take delivery in New Zealand at give away price, begin South Pacific cruising next day. For full details write: Boat, P.O. Box M, Jones, Oklahoma 73049.

**INTERNATIONAL FOLKBOAT**

Swedish-built F/G 26' sloop. 4 berths, galley, head. 5 bags sails inc. new Pineapples and flasher. New 7.5 Evinrude. Hull professionally finished dark blue 1982. Anxious, absent owner forced to offer at \$14,900 or best. Call Lee 332-3135.

**35' NAPA YAWL**

Eldridge-McInnes design, mahogany on oak, refitted '81-'82, surveyed '83, full cover, sail covers, new main and mizzen sails, VHF, RDF, D.S., extras. Must see to appreciate. Asking \$33,000. (415) 754-6024.

**USED SAILS**

Catalina 25TM. Jib hoist 32', M 28'. J 10.5. E 9.6. Working jib \$150, DRS \$200, 150%, \$300, 170% nylon, \$350, 170% Mylar, \$350, 170%, \$300; Main, \$200; Mylar \$290; Triradial spinnaker \$450, \$550, \$700. Call (916) 383-4897, 371-9067.

**SANTANA 22**

North and Mitchell sails. Surveyed '81. 6.5 Evinrude. Depth finder, cps and stove. Ex. class racer. Built 1971. Buy now \$6,000. 456-9814 eves. Very clean!

**DRASCOMBE LUGGER**

Traditional yawl rig 18'9" trail and day sail boat built in England. Beautiful, strong F.G. construction. Luggers have made notable voyages incl. Webb Chiles "Open Boat Across the Pacific". Ideal stable, family day sailer with roomy, comfy cockpit. \$5,900 obo. (916) 481-3545 eve.

**1979 U.S. 250**

\$2,000 under market at \$12,500. Race rigged 25' f/g, o.b. Chrysler, 7.5 HP. Call (415) 796-3076 days or 651-8713 nights/weekends.

**ACAPULCO 40 IN MEXICO**

Fiberglass cutter launched '78. Ready to cruise on south, loaded, heavy rigged, 3 kw generator, all diesel, Barients, autopilot, \$75,000. See "Kuchi" at Mazatlan Anchorage. Gus Nitsch, P.O. Box 798, Mazatlan, Sinaloa, Mexico.

**WESTSAIL 32**

Mint condition — all factory built. Volvo Penta MD-11C diesel, too much equipment to list. Will consider trading \$60,000 equity for Northern California real estate or sell for \$52,000 cash. (916) 644-7316.

**1980 CAL 39**

Brickyard Cove Slip. Want: 50% partner, (no cash down) or trade down, or sell. Days: (408) 298-5217 Tom.

**HOT LOVE AFFAIR**

Wanted — or in lieu thereof a nice, experienced sailboat lady companion with sense of humor to accompany me to Greek shores via Panama ex San Fran. on Traveler 32 cutter. Exchange copy photo, resume, passport first letter please write Bob Weger, Box 31224, Honolulu, HI 96820.

**PANTIES PLEASE!!!**

Revolutionary new spinnaker design desperately needs womens panties. No crotchless or cotton please. Send to: Captain Sideways, P.O. Box 97, Avila Beach CA 93424

**28' TRITON**

Full keel racer/cruiser. Extensively customized for liveaboard. Depth, wind, knot, sum, log, VHF, RDF, AM/FM. New LPU topside, extras sails incl. 2 spinnakers. Lots more. \$17,500. Steve 974-2489 (w) / 346-1528 (h).

**FOR SALE — COLUMBIA 26 MARK II**

Sausalito berth, inboard, 6 Barient winches, spinnaker, two jibs, Avon Redseal dinghy, EPIRB, deluxe interior, fathometer, Tillermaster. \$14,400. Call 435-5206 or (707) 987-3741.

**QUEEN OF '78 S.F. BOAT SHOW**

Now for sale at \$134,000. 43' Gulfstar center cockpit luxury world cruising sloop. Call for picture, specs and complete inventory. Days (408) 727-5185; evenings (415) 591-4781.

**FAST SAILS**

Islander 36: 150%—7.25 oz.; 135%—8.0 oz.; 110%—8.5 oz.; Main—8.5 oz. All North and nearly new. Rich Fordiani, 947-1140 (o) / 932-8633 (h)

**36' 1979 KOREAN CUTTER**

Beautiful live-aboard fiberglass/teak aft-cabin cutter. H & C, separate shower, propane, refrigerator, center cockpit with wheel steering, combi, Horizon and Ford diesel. \$58,000 or trade equity for house in Sacramento under \$70,000. Telephone Jerry (415) 854-0646 / (408) 720-1308.

**SAIL AND ISLANDER '36'**

Seafarer Sailing Club out of Berkeley Marina has membership available, \$225 rent/mo., 60 days work-free sailing per year. 'Seafair' is in 1st class condition and fully equipped. Call (916) 756-3918

**ERICSON 39B**

Tri-Cabin racer/cruiser. Equipped for world travel. Just returned from Ensenada. Fast & comfortable. Single hands w/autopilot. All teak below decks, dockside & engine driven refrigeration. Extensive equipment list. Call for details. Priced \$92,500. Joe Davis (415) 365-0498 (d)/(415) 854-7701 (e).

**SAUSALITO MOORING — \$75 PER MONTH**

Close in secure fore-aft mooring at Schoonmaker Point, Sausalito. Dinghy landing dock. Also dry land boat storage, \$35-\$50 per month. Contact Property Manager, Schoonmaker Point Properties, 332-2566.

**MARINE CUSTOM BOAT REPAIR**

boat carpentry  
remodeling  
free estimates  
FRANK SAYRE  
dry rot repair  
refinishing  
contemporary techniques  
897-4461

**HANDS-ON FUN.**

Have fun learning heavy weather sailing, anchoring, navigation, spinnakers & advanced skills. Join Solo TransPac skipper Mike Pyzel on a personally tailored Ocean training Cruise in Santa Barbara's offshore isles. Write or call PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108. (805) 969-4195 (24 hours).

**54' PETER NOBEL SCHOONER (REPO.)**

Ferro Cement schooner profess. built '71 by Fair Fiber Products. Accommodations inc. 2 dbl. staterooms, 3 single/4 crew. 2 heads, 1 w/lg. shower. Full galley w/dining area. GM dsl. eng., 5 sails, 2 KW generator, autopilot, RDF, anchor windlass, VHF, 2 fathometers, much more. Super value—\$55,000. Recent survey, new paint. Call/write for more details: SHELTER COVE MARINA, 2240 Shelter Island Dr., San Diego, Ca. 92106. (714) 224-2471.

**JAMES L. LOZENSKI**

Attorney At Law  
General Practice of Law  
Emphasizing Boat Warranty  
and Boat Repair Litigation  
Berkeley, CA (415) 527-3637

**NEW — STEERING WORM GEAR**

For a 36-foot Sailboat  
Can be seen at the  
BOATER'S FRIEND  
1822 2nd St., Berkeley 848-4024

**TRISTAN JONES**

Circumnavigating onboard *Outward Leg* offers autographed copies of his books w/label signed at sea at actual position of vessel when your radio relayed request is received. Each is unique, fit for special mariners'/collectors' libraries. Hardbound *Ice, Dutch Treat, Aka, Adrift, Dne Hand For Yourself, Steady Trade*, & newly released *Yarns*. \$24.95 ea. Tristan Jones, c/o Seabreeze Ltd., 1256 Scott St., San Diego 92106. Delivery 1-2 mos.

**PERFORMANCE YACHT CHARTERS**

J/24 J/30 Olson 30 Ericson 33  
For a Race For a Season  
Or Just For the Fun of It  
865-4447



# SEE US FOR YOUR BROKERAGE NEEDS

## SAIL

20' FLICKA '78 Saus. berth .....ask 14,000/offers  
 21' WILDERNESS, '78, like new...8,900  
 24' J/24 '79 with trailer.....14,900@  
 24' C&C '76 racer/cruiser.....14,950  
 24' MOORE '79 one-design sloop...16,900  
 25' KIRBY '79 daysailor.....17,500  
 26' RANGER '72 one-design.....14,900@  
 26' PEARSON slp, '75, very clean...13,500  
 26' ARIEL '65 pocket-cruiser.....18,500\*  
 27' CATALINA '72 sloop.....SOLD  
 27' ERICSON '74 sloop.....19,000  
 27' CAL T-2 '73 well-rigged.....19,000  
 27' O'DAY '76 diesel sloop.....23,500  
 27' O'DAY '76 loaded.....22,500  
 28' ERICSON '82 diesel, like new...49,950  
 29' SOVERAL '64 shoal-cntrboard.16,500  
 29' RANGER '74 diesel sloop.....31,500  
 30' PACIFIC '78 sloop.....4,000  
 30' CATALINA '76 sloop.....31,000\*  
 30' ERICSON '69 racer/cruiser.....26,500  
 30' RAWSON '64 well-equipped....33,500  
 30' BRISTOL '67 sloop.....27,000  
 30' SANTANA '76 new paint.....35,000  
 30' ISLANDER '72 good inventory.32,500  
 30' ISLANDER '77 like new.....33,000@  
 30' COLUMBIA '72 snl hnd'd.....32,000@  
 30' CLIPPER MARINE '75 clean....11,900  
 32' CHEOY LEE '78 sloop.....62,500  
 32' ISLANDER '76 sloop.....53,500  
 32' HOLIDAY sloop, '65, strong...23,000  
 32' PEARSON '65 sloop, diesel....34,900  
 32' PEARSON '63 cruiserreduced 29,900@  
 33' TARTAN TEN '78 one-design...33,500  
 33' CHEOY LEE Clipper ketch '79..66,770  
 35' FANTASIA '79 dsl cutter.....84,000  
 35' ERICSON '66, MK1.....SOLD  
 37' FISHER '78 M/S pilothouse.125,000@  
 39' CAL '71 Mk1 performance slp...77,000  
 40' OFFSHORE '66 Cheoy Lee.....89,500

40' COLUMBIA '65 full keel sloop49,000@  
 41' ISLANDER FREEPORT '76...125,000  
 41' ISLANDER '73 sloop.....89,000  
 41' ISLANDER '73 racer/cruiser...100,000  
 41' CUSTOM KETCH '82.....175,000  
 41' GULFSTAR sloop '74.....81,000  
 41' GULFSTAR sloop '75 aft cabin.95,000  
 41' GULFSTAR '75 ketch.....105,000  
 41' MORGAN O/I '78 slp, cruiser.105,000  
 42' GOLDEN WAVE '81 slp,  
 loaded.....145,000  
 43' WESTSAIL '76 diesel ketch...145,000  
 45' S&S '73 sloop race/cruise....129,000  
 46' MORGAN '79 ketch cruiser...179,000  
 47' OLYMPIC OFFSHORE '74...134,500  
 48' CUSTOM KETCH '82.....175,000  
 48' S&S '72 yawl, equipt.....135,000  
 48' CHEOY LEE CLIPPER '79...200,000  
 51' FORCE 50 '79 ketch, beauty...155,000  
 52' CHEOY LEE motorsailer ketch299,000  
 54' SAMSON ketch, '78, diesel...72,000

## WOOD

28' PACIFIC (P-28), '58 Hallberg...16,500  
 33' MASON, dbl-ender, '68.....59,000  
 33' PETERS CSTM '79, sloop, dsl75,000@  
 35' CHEOY LEE LION '57.....37,000  
 36' GILMER '79 cruising ketch...109,000\*  
 37' BLUENOSE '47 schooner....76,500\*  
 37' DANISH '54 plthse, m/s ketch.39,000\*  
 39' FREYA '76 ocean cruiser.....175,000  
 40' MARINER '68 ketch, loaded...90,000  
 40' CARPENTIER '51 slp.....25,000@  
 40' KETTENBERG '62 slp, bristol.45,000\*  
 45' NEW ZEALAND '74 ketch....135,000  
 46' CARPENTIER '57 ketch.....78,000

## SAILAWAY

38' GOLDEN WAVE slp aft cabin.110,000  
 42' GOLDEN WAVE sloop dinette130,000  
 48' GOLDEN WAVE ketch, loaded205,000  
 48' GOLDEN WAVE slp tri-cabin.195,000  
 55' GOLDEN WAVE slp, custom...Inquire



Golden Wave 38. Fast and beautiful with all the cruising comforts. \$110,000.



Cheoy Lee 27. The perfect pocket cruiser, ready for offshore work. \$26,500.



Santana 30. "Like New". New LP paint, new set of Sobstad sails. \$35,000.



Golden Wave 42. Owners have loaded this one with equipment. "Cruise Ready". \$145,000.



Offshore 40. Ketch. The finest example of this boat available. Sistership. \$89,500.

**WANTED:**  
 MORE QUALITY  
 BROKERAGE LISTINGS.  
 YOUR BOAT FEATURED  
 HERE AND IN  
 SEA MAGAZINE

*Wind Circle Sailing Yachts, Inc.*

1220 Brickyard Cove Road, Suite 100, Pt. Richmond, CA 94801

(415) 234-6688

\* — new listings @ — at our docks

• Dealers for GOLDEN WAVE YACHTS

## ADVERTISER'S INDEX

Al's Marine Store	41	George E. Butler Co.	40	Dan's Diving	79	Marine Engineering	72	Scanmar Marine Products	78
Anchorage Marine	5	Cal-Coast	143	Dickerson, R.E., Insurance	34	Manitech Industries	53	Seabird Sailing School	78
Bailwick, Inc.	19	Cal-Marine Electronics/		Downwind Designs	190	Maritime Electronics	42,151	Seabreeze Boat Yard	22
Jack Barr Yacht Sales	32	Maritech	53	Edgewater Yacht Sales	205	Martec Engineering	73	Seapower	66
Basin Boatworks	69	California Maritime Academy	75	Edinger Marine	47,136	Maskell Marine Services	64	SeaWood, Inc.	60
Bay Riggers, Inc.	51	California Sailing	61	Electro-Nav	70	McGinnis Insurance	56	Serve Underwriters	88
Baytronics Corporation	190	Capital Insurance	49	Emery Cove Marina	129	Nadalin Yachts	204	Ship's Chandlery	72
John Beery Yachts	23	Capt'n Neill Insurance	72	Eriksson Spars	136	NCMA	36	Skipper's Yacht Sales	206
Berkeley Marine Center	86	Cass' Rental Marina	51	Farallon Yacht Sales	34,55	New Wave Yachts	70	Slocum Yachts	80
Blue Dolphin Yachts	203	C&G Marine	128	Flying Cloud Yachts	28	Nicro/Fico	154	Smith & Co.	84
BMW Marine Repower	63	Charter Mexico	15	Foredeck, The	46	Nikko Enterprises	67	Sobstad Sails	33,79
Boat U.S.	67	Chase Manhattan Financial Svcs	44	Friendly Foam Shop, The	63	North Sails	21	Sonoma Boatworks	60
Boater's Friend	83	China Diesel Imports	78	General Yachts, Inc.	204	Ocean Yachts	123	Speedsailing Specialists	179
Boaters Supply	12,13	City Yachts	207,208	Gianola & Sohs	47	O'Neill's	26,27	Spinnaker Shop, The	65
Chris Bock Instruments	77	Clock Shop	15	Golden State International	85	Pacific Delta Insurance	76	Stanford University	4
Bosun's Charters	171	Cruising Associates	201	Gorman & Thomson, Ltd	2,5	Pacific Marine Supply	123	Starbuck Canvas Works	45
Boy Scouts of America	42	Cruising World Yachts	11	S. Graham Insurance	136	Pacific Publishing	81	Stevens Yachts	68
Brennan Boat Supply	155	Cultivate Understanding	83	Ham Radio Outlet	155	Pacific States Yachts, Inc	16	Stockton-Yacht Sales	88
		D'Anna Sailing Co.	147	Hans Christian Yachts	20	Palo Alto Harbor Association	155	Stubbies	74
				Joe Harris Clothing	41	Kermat Parker Yacht Sales	205	Sutter Sails	38
				Haynes Sails	155	Passage Yachts	6,7,8,9	Svendsen's Boat Wks	18,19,74,86
				Hinckley Pacific, Inc.	71	Peninsula Marine Services	73	Swantech	128
				Hogin Sails	39	Bob Pinkus Marine Services	71	System Three Resins	75
				Holland & Lange, Inc.	30	Point Bonita Yachts	104,105	Tatoosh Marine	155
				Hood Sails	24	Port Sonoma Marina	60	Tedrick-Higbee Insurance	76
				Horizon Charters	34	Pryde Sails	59	Tradewind Instruments Ltd	25
				Horizon Sails	43	Pusser's Rum	17	TransPak Insurance	35
				Humboldt Bay Yachts	64	R Yacht Sales	204	U.S. Naval Sea Cadet Corps	136
				Inter-mark	48	Railmakers	155	United States Yacht Bureau	38
				J/Boats West	31	Richards & van Heeckeren	3	Vallejo Marine	46
				Jewelry By Jeppeson	87	Richmond Boat Works	37	Voyager Marine	70,82
				Johnson Hicks	29	Richmond Yacht Service	66	Walnut Creek Honda	62
				Peter Jones Yacht Brokerage	205	Sail Plus Power	62	Wayne Marine	204
				Lampe & Martin Yachts, Ltd	204	Sailboat Shop	2	West Marine Products	90,91
				Lanocote	60	Sailnetics	31	Western Chrome Plating	190
				Leading Edge Sails	4	Sailor Import/Export	60	Whale Point Marine	84
				Bill Lee Yachts	52	San Francisco Bay Boat Brokers	205	Whale Point Yacht Sales	202
				Lefiell Masts	155	San Francisco Cruising Ctr	58	Willard Marine	80
				Marander Glass Boutique	155	San Francisco Federal Savings	57	Don Wilson Yachts	201
				Marin Custom Boat Repair	190	San Francisco Yacht Service	128	Windcircle Sailing Yachts	200
				Marin Marine	46,89	Sanford Wood	4,136,171	Windships	66,190,202
				Marin Yacht Sales	10	San Rafael Mini-Storage	136	Windsurfing Marin	190
				Marina Bay	54	Santa Fe Yacht Sales	56	Yacht — Stars & Stripes	201
				Marina Village	14	Sausalito Cruising Club	130	Yacht — Valiant 40	57
				Marine Electrical Service	78	Sausalito Rigging & Electronics	59	Yacht — Wanted	204





## Cruising Associates

YACHT SALES

2390 SHELTER ISLAND DR., SAN DIEGO 92106

(619) 223-5695

54' CT CUTTER, furling, sail plan for minimum crew .....	\$245,000
48' SWAN, divorce settlement .....	178,000
46' BREWER (Sea Star), PH sloop, radar, SatNav, a steal! .....	168,500
41' CUSTOM GAFF CUTTER '76, lovingly built classic .....	105,000
41' CT, bristol, one owner .....	<b>SOLD</b> .. 99,500
40' CAL, refurbished TransPac racer/cruiser .....	67,000
40' EDSON SHOCK "Q", classic wood .....	34,500
39' HANS CHRISTIAN PILOTHOUSE, owner wants offer .....	149,500
38' HANS CHRISTIAN, 2 from .....	108,000
37' IRWIN, aft cabin, shoal draft, may take small boat .....	67,500
37' TAYANA, new father anxious to move on shore .....	85,000
36' CASCADE, roomy performance cruiser, 6'4" headroom .....	65,000
36' ISLANDER, diesel, furling .....	64,900
35' ALBERG, full keel, Pearson built, 2 from .....	42,000
35' VAN ESSEN STEEL SLOOP, newly refurbished interior .....	41,950
33' ALAJUELA, 2 from .....	68,200
32' DREADNOUGHT, just back from Mexico .....	65,000
32' ATKINS ERIC KETCH, classic ancient mariner .....	45,000
32' CONTROVERSY .....	39,900
31' MARINER KETCH, neat and clean, owner wants action! .....	47,500
31' COLUMBIA, diesel, full keel and centerboard .....	19,950
30' S-2 CENTER COCKPIT .....	66,000
30' FISHER, lowest price in Southern California .....	47,500
30' GARDEN KETCH, wood classic with inboard gas .....	17,000
29' NORTH ATLANTIC LUG SAIL, race/cruise .....	65,000
28' BRISTOL CHANNEL CUTTER, just right to cruise .....	60,000
27' CAPE DORY, diesel, furling jib and main .....	37,500

SOUTHERN CALIFORNIA DEALER FOR CAPE DORY YACHTS



## DON WILSON YACHT SALES

1851 Embarcadero Cove, Oakland, CA 94606

(415) 532-0747

### SELECTED BROKERAGE

22' CHRYSLER; we have two available; berths .....	\$8,900
23' O'DAY and trailer; very clean 1 w/trailer .....	8,900
23' RANGER 1973; 4 sails; Mercury 7 hp; 'Dove boat' .....	11,900
25' CORONADO; 1970; '71 elect. 10 hp o/b .....	9,900
25' CORONADO; '66; super starter .....	8,500
25' LANCER; '77; 3 sails; Honda 7 1/2 hp .....	OFFER/10,900
26' COLUMBIA; '69; 10 hp Honda .....	10,500
26' PEARSON; 2 sails; priced to sell! .....	13,500
26' PEARSON; '76; 3 sails; Merc., 10 hp .....	16,900
26' ISLANDER; omc 15 hp; 4 sails; 1977 .....	18,000
26' S 2; trailer; inboard gas; 1975; owner anxious .....	24,500
27' CATALINA; 5 sails incl. all spinnaker gear; gas .....	22,900
28' ISLANDERS; one-design class; we have several .....	34,000
29' CAL 2-29; 1974 diesel; pedestal; 5 sails; nice .....	30,900
30' ISLANDER MK11; diesel; pedestal; very clean .....	27,900
30' ISLANDER BAHAMA; 1980; knotmeter; depth & radio .....	39,500
31' PEARSON; 9 sails incl. spinnaker; '78 Atomic 4; sharp .....	49,500
34' SUNSET; class wood sloop; full keel; 1938 .....	19,900
36' ISLANDERS; Bay Area's leading class yacht; 5 here .....	INQUIRE
36' FREEPORT; we have two listings; one new, one used .....	INQUIRE
37' O'DAY; cruise ready; new listing .....	69,000
40' PEARSON; 1978; 7 sails; LOADED DIESEL .....	120,000
40' ISLANDER/PETERSON; TransPac ready; '79; dsl; trade up!!! .....	105,000
41' ISLANDER/FREEPORT; ketch; excellent; liveaboard .....	125,000
43' HANS CHRISTIAN; real beauty; new listing .....	INQUIRE
44' PETERSON; 1975; many extras; owner may carry .....	117,500
46' SEA STAR; 1982; everything on this one; like new .....	199,500
<b>BONUS — Power Available</b>	
41' BELL MARINE; trawler; loaded .....	129,500
22' WELLCRAFT; very clean .....	21,000

Call For Further Details

## FOR SALE

# Stars & Stripes



1981 Nelson/Marek 39'  
Fractional Rig Sloop

- Boat of the Year, Detroit - 1983
- U.S.A. Admiral's Cup Team - 1981
- Top Boat, SORC - 1981
- IOR 30.0' (New One-Ton Rating 30.5)
- New Stearns Rig
- New Sail Inventory in 1983 by Ullman Sails
- Pathfinder 50 Diesel
- Rochester Instruments

## Ideal for S. F. Bay

Located in Michigan.

Contact: Bill Martin  
115 Depot  
Ann Arbor, MI  
Day (313) 994-5050  
Eve. (313) 662-5600



# WHALE POINT YACHT SALES



## Morgan Out Island 41' Ketch "Sugar Bear"

**1973 Ketch, Fiberglass Diesel with Generator.** VHF/FM, SeaLab 900, Telco Coinguide, EMS log & windspeed, Datamarine sounder, AM/FM stereo, 30 band FRG-7 receiver, Decca Super 050 radar, 2 Narco EPIRB's, EMZ 502 SatNav auto., AMS autopilot, Montgomery Sailing Dinghy with 2 h.p. motor, Elliot 8-man life raft, rolling reefing, Barlow winches, plus much more.

*Sugar Bear* just returned from Tokyo — one of the many ocean passages she has completed — you too can do it. ~~\$105,000~~ Asking \$95,000

### SELECTED BROKERAGE

#### SAIL

20' CAL . . . North sails, Barients . . . . .	\$4,900
22' TANZER . . . very clean . . . . .	Offer
23' RANGER . . . . .	9,500
24' MOORE . . . with trailer . . . . .	Inquire
25' CORONADO . . . . .	7,400
27' CAL 2-27 . . . . .	29,500
29' GAFF . . . sloop . . . . .	9,500
36' NERIEA ketch . . . diesel & loaded, ready to go . . . . .	60,000
37' HERITAGE . . . Volvo diesel, Mitchell sails . . . . .	72,500
39' CAL . . . . .	65,000

#### POWER

21' APOLLO . . . with trailer . . . . .	12,500
30' CHRIS SEA SKIF . . . twin V8s . . . . .	try 6,000
48' CHRIS . . . twins and loaded . . . . .	72,000

QUALITY LISTINGS WANTED

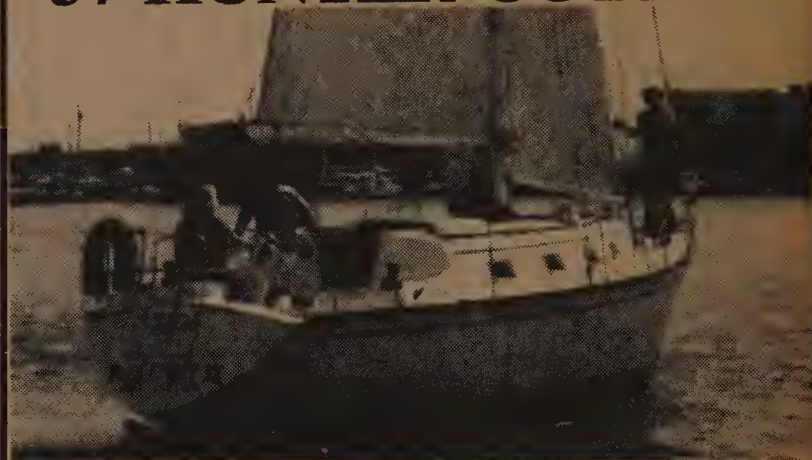
GLEN SOMMER BROKER

Particulars are believed to be correct, but are not guaranteed.

Subject to prior sale, or withdrawal without notice.

110 W. Cutting Blvd., Pt. Richmond, CA 94804  
(415) 237-0635

## 37 HUNTER CUTTER



1979 Model — aft cabin, separate shower, wheel steering, 5 sails including booster; water heater; electronics plus more. Bristol.

This Month Only — \$55,900 — As low as \$549 per month.

## MARINER 36' KETCH

William Garden-design, pristine condition, unique interior design — separate private stateroom for 2; spacious main salon; nav. table; roomy galley; teak interior, 1979; displ. 21,000 lbs.; full keel; American rigging; Perkins 4-108 dsl 49 h.p.; wheel steering; dinghy & davits; shower, water heater; VHF; depth ind.; k.m.; compass; new Loran C; stereo; Shipmate stove; refrigeration; plus more! \$69,500.

### WE GUARANTEE A BERTH WITH EVERY BOAT

#### WE SELL — NEW OR BROKERAGE

##### SAIL BOATS

24' COLUMBIA/CHALLENGER '66 aux. 10 h.p. . . . .	\$6,000
25' HUNTER sloop '76, 9.9 aux. . . . .	10,500
25' GREAT DANE '56, full keel, planked mahog. sloop, inb. engine, 2 sets sails, classic design . . . . .	9,200
26' KINGS CRUISER '54, full keel plank mahog. hull, sloop, inb. eng., very nice . . . . .	owner anxious 6,000
2-27 CAL sloop '75, 4 sails incl. spinnaker . . . . .	20,900
28' COLUMBIA slp. '68, new BMW diesel . . . . .	19,500
28' TAIWAN sloop '70, full keel, fiberglass hull, inb. eng., teak decks, classic design . . . . .	32,500
29' ERICSON '77, sharp, 4 sails, new aux. . . . .	32,000
30' TARTAN sloop, '74, S&S design, extra sails . . . . .	29,500
30' LANCER '77, diesel aux., C&C design, roller-furling jib, tri-radial spinnaker & much more . . . . .	34,000
30' ISLANDER '74, sharp and very clean . . . . .	try 26,500
30' OLSON '78, rebuilt '83, 7 sails, Loran plus more! . . . . .	32,500
35' CAL sloop, 1981, diesel aux., 5 sails, loaded, owner anxious . . . . .	72,500
36' ISLANDER, '77, Perkins 4-108, loaded! . . . . .	59,500
37' TAYANA MKII cutter, '83, pristine, loaded, must sell . . . . .	92,000
37' TAYANA cutter '81, radar, Loran, autopilot, dodger, refrig., shower, pristine, owner will consider trade . . . . .	92,000
37' TAYANA cutter, '79, cruise ready . . . . .	make offer
38' STONE ketch, '31, beautiful, classic . . . . .	57,500
42' CUSTOM EXCALIBUR sloop '81. Crealock-design, teak, windlass, pristine condition . . . . .	Make Offer
44' CHEOY LEE AUX. KETCH '80, Perry-design, electronics, 40 h.p. diesel, great liveaboard . . . . .	try 125,000
55' TAYANA cutter, all new, contemporary . . . . .	225,000

##### TRAWLERS

34' CALIFORNIAN w/Flybridge, tw dsl., radar, autopilot, shower, California salmon license, comm. D.O.C. . . . .	69,500
42' GOLDEN GATE '80 w/Flybridge, tw dsl., Loran, autopilot, radar, (2) radios, (2) depth ind., 7.5 kw gen. . . . .	try 105,000

### ONE STOP SHOPPING!

ALL THESE YACHTS ARE

AT OUR DOCKS NOW!!

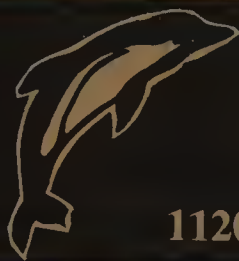
**WINDSHIPS**  
"of 54 jack london square"

(415) 834-8232

Oakland, CA 94607

OPEN 7 DAYS — AFTER 6 P.M. BY APPOINTMENT





# BLUE DOLPHIN YACHTS

1120 BALLENA BLVD., ALAMEDA, CA 94501 (415) 865-5353



**41' Morgan**  
1974 \$89,500



**39' Sailmaster**  
1982 \$115,343



**35' Finnclipper**  
1971 \$45,000



**27' C/S sloop**  
1979 \$26,500



**42' Californian Trawler**  
1976 \$125,000



**36' Gulfstar MY**  
1975 \$79,500



**36' Stephens MY**  
1949 \$30,000



**35' Monk S/F**  
1968 \$39,500

• SPECIALIZING IN  
QUALITY BROKERAGE •

• WE CO-OP AND BERTHS  
ARE AVAILABLE •

OPEN 'TIL 7 P.M. TUESDAYS & THURSDAYS

## SAIL

50'	Gulfstar ketch, '79&'80.....2 from	185,000
50'	Gulfstar Sailmaster, '83.....	290,000
47'	Gulfstar Sailmaster, '79&'79.....2 from	200,000
47'	Gulfstar Sailmaster, '80&'81.....2 from	240,000
47'	Olympic Offshore ketch, '74.....	134,500
46'	Sutton ketch, '58.....	90,000
45'	Alden, '46.....	30,000
45'	C L Marine ketch, '79.....	120,000
44'	Gulfstar sloop, '81.....	172,500
44'	Nautor Swan sloop, '79.....	240,000
44'	Peterson sloop, '75.....	117,500
42'	Cooper Pilothouse sloop, '81.....	127,500
42'	Westail ketch, '76.....	145,000
41'	Cheoy Lee ketch, '80.....	105,000
41'	C T Pilothouse, '74.....	75,000
41'	Downeast Pilot House, '80.....	85,000
41'	Gulfstar sloop, '74.....	81,000
41'	Gulfstar ketch, '75.....	105,000
★ 41'	Morgan, '74.....	89,500
41'	Cheoy Lee Offshore yawl, '74.....	79,500
40'	Valiant cutter, '79.....	149,000
40'	Valiant sloop, '76.....	140,000
★ 39'	Gulfstar, '82.....	115,343
37'	Apache, '79.....	44,500
37'	Fisher Motor Sailer, '78.....	125,000
37'	Gulfstar sloop, '77.....	79,500
36'	Hunter sloop, '81.....	66,000
36'	Islander cutter, '78.....	116,500
35'	Columbia, '78.....	76,500
★ 35'	Finnclipper, '71.....	45,000
35'	Magellan sloop, '65.....	39,500
35'	Yorktown Yachts, '78.....	67,000
34'	Hans Christian cutter, '78.....	79,500
34'	Islander, '80.....	53,000
33'	U.S. Yachts, '81.....	51,000
32'	Ericson, '74.....	32,950
31'	Crane Bros. racing sloop, '76.....	38,000
31'	Etchells racing sloop, '76.....	9,500
30'	Bristol, '77.....	54,900
30'	Fisher Motor Sailer, '76.....	74,000
30'	Hunter Marine, '78.....	34,900
30'	Willard Vega, '74.....	44,950
29'	Rhodes, '38.....	30,000
28'	Ranger, '78.....	27,950

## POWER

★ 27'	C S sloop, '79.....	26,500	38'	Chris Coho Cruiser, '74.....	65,000
26'	Cheoy Lee sloop, 64.....	14,900	38'	Chris Craft, '83.....	120,000
25'	Samurai, '70.....	10,000	38'	Pacemaker Sport Fisher, '72.....	100,000
24'	San Juan sloop, '74.....	14,900	38'	Viking Sport Fisher, '72.....	44,950
22'	Santana sloop, '68.....	5,800	37'	Californian trawler.....	69,500
78'	Feadship, '64.....	750,000	37'	Silverton, '81.....	99,995
68'	Pacemaker, '69.....	350,000	36'	Carver, aft cabin, '82&'84.....2 from	96,800
65'	Hargrave M.Y., '70.....	595,000	36'	Forbes Houseboat, '78.....	139,500
65'	Pacemaker, '72.....	400,000	36'	Gibson Houseboat, '80.....	46,000
64'	Chris Roamer, '71.....	310,000	★ 36'	Gulfstar, '75.....	79,500
63'	Halvorsen, '71.....	390,000	★ 36'	Stephens, '49.....	30,000
58'	Hatteras M.Y., '71.....	395,000	36'	Trojan, '79.....	89,000
57'	Chris Constellation, '68.....	205,000	36'	Willard Trawler, '66.....	68,500
52'	Bluewater M.Y., '82.....	190,000	★ 35'	Pacific Sport Fisher, '68.....	39,500
★ 50'	Californian, '82.....	270,377	★ 34'	California, '83.....	86,861
50'	Rose Sport Fisher, '71.....	179,950	34'	Executive F/B Sedan, '77.....	62,500
49'	Defever Trawler, '79.....	215,000	34'	Mainship, '78.....	64,000
49'	Marine Trader Trawler, '78.....	199,000	★ 34'	Silverton, '83.....	70,690
★ 47'	Bluewater M.Y., (2) '82.....2 from	170,000	33'	Carver, '80.....	70,000
47'	Boatel, '74.....	82,500	32'	Luhrs, '67.....	35,590
47'	Concorde, '74.....	135,000	★ 32'	Carver Convertible, '84.....	89,684
47'	Suwanee Houseboat, '70.....	47,900	32'	Luhrs F/B Sedan, '70.....	35,000
47'	Suwanee Houseboat, '69.....	52,000	32'	Luhrs, '72.....	49,500
46'	Californian, '81.....	275,000	32'	Pacemaker, '65.....	25,000
45'	Bluewater Sedan, '79.....	120,000	32'	Trojan F/B Express, '73.....	39,500
45'	Carl Craft Houseboat, '80.....	76,000	32'	Trojan F/B Sedan, '79.....	62,500
45'	Newport Trawler, '70.....	149,000	31'	Silverton F/B Sedan, '80.....	49,000
45'	Southwest Boatyard, '62.....	83,500	31'	Tollycraft, '63.....	19,950
45'	Whitcraft, '71.....	59,950	31'	Wellcraft Suncruiser, '81.....	77,900
44'	Gulfstar M.Y., (2) '79.....2 from	199,950	30'	Tollycraft, '72.....	35,950
44'	Gulfstar M.Y., '80.....	195,000	★ 28'	Carver Mariner, '84.....	67,895
44'	Marine Trader Trawler, '77.....	120,000	★ 28'	Carver Riviera, '84.....	66,574
43'	Californian, '84.....	190,000	★ 9	Meter Trojan, '83.....	100,140
43'	Gulfstar Trawler, '76.....	140,000	27'	Bayliner, '79.....	29,500
43'	Harbor Yachts, '72.....	90,000	27'	Chris Cavalier, '66.....	8,250
43'	Nautaline, '79.....	68,500	26'	Fiberform, '77.....	19,500
★ 42'	Californian, '76.....	125,000	25'	Albin, '75.....	26,000
42'	Ocean Yacht, '80.....	199,000	22'	Romany Express, '71.....	16,500
42'	Trojan, '66.....	69,500	21'	Century, '68.....	17,200
40'	Bluewater Sedan, '78&'79.....2 from	89,500	19'	Mastercraft, '79.....	9,500
40'	Cruise-A-Home, '73.....	45,000	<b>COMMERCIAL FISHING BOATS</b>		
40'	Marine Trader, '77.....	102,000	42'	Sunnjfiord, '80.....	189,500
40'	Trojan F40, '79.....	160,000	40'	LCVP Converted, '45.....	25,000
40'	Vega Sport Fisher, '75.....	83,000	22'	Reinell, '75.....	19,000

AT OUR DOCKS





(415) 654-7272

**Lampe & Martin Yachts, Ltd.**

3310 POWELL ST., EMERYVILLE MARINA  
EMERYVILLE, CA 94608

Powell Street Exit Off Highway 80 Between Berkeley & Bay Bridge

Size	Make	Year	Price
24'	C&C SLOOP.....	1979	\$16,500
25'	COLUMBIA 7.6 SLOOP.....	1978	\$17,500
25'	CORONADO.....	1968	\$11,300
26'	EXCALIBUR MARINE.....	1966	\$11,150
26'	PEARSON.....3 from		\$14,500
28'	SAN JUAN.....	1978	\$28,950
29'	RANGER.....	1975	\$31,500
29'	TRINTELLA.....	1967	\$30,000
29'	COLUMBIA.....	1966	\$21,500
29'	SEAFARER.....	1974	\$17,000
29'	ERICSON.....	1976	\$27,000
29'	CASCADE.....	1967	\$35,000
30'	CATALINA.....	1977	\$33,000
30'	FISHER PILOTHOUSE.....	1973	\$63,000
30'	ISLANDER.....2 from		\$33,000
30'	CATALINA.....	1979	\$37,000
30'	CAL 9.2.....	1981	\$49,500
31'	MARIAH.....	1978	\$68,000
31'	CONTEST.....	1972	\$54,600
32'	PEARSON.....	1965	\$34,900
32'	NANTUCKET CLIPPER.....	1971	\$46,500
34'	PEARSON.....	1980	\$69,950
35'	HALBERG RASSY.....	1974	\$67,500
35'	CORONADO SLOOP.....	1973	\$44,000
36'	BRISTOL SLOOP.....	1979	\$59,900
37'	FISHER MOTORSAILER.....	1978	\$125,000
39'	CAL SLOOP.....	1971	\$77,000
41'	KETTENBERG.....	1967	\$44,000
41'	FORMOSA.....	1975	\$75,000
43'	COLUMBIA.....	1970	\$78,500
45'	NEW ZEALAND KETCH.....	1974	\$135,000

## NADALIN YACHTING

20' WINDROSE.....	\$7,500	28' TRITON.....	\$18,500
21' WILDERNESS.....	9,000	28' HALLBERG.....	16,000
22' TEMPEST.....	2,500	30' HUNTER.....	29,900
23' RANGER.....	13,500	30' FARALLON.....	44,500
24' S-2.....	16,000	32' CLIPPER.....	24,900
24' J/24.....	14,900	34' HANS CHRISTIAN...offer..	79,500
25' NORDIC Folkboat, bristol!...	9,300	37' IRWIN, desperate!.....	75,000
25' CATALINA.....	17,000	37' ENDEAVOUR.....	97,500
25' SAN JUAN.....	24,000	37' BROWN TRIMARAN.....	58,500
27' TARTAN.....	23,000	39' CAVALIER.....	78,500
27' O'DAY, inboard.....	26,500	45' DOWNEASTER, estate sale!	175,000
28' MORGAN O.I., transfer!.....	28,900	60' MOTORSAILER, make offer!	232,000

(415) 364-4641



## YACHT SALES

IN VALLEJO TO SERVE THE NORTH BAY

### SELECTED SAIL

16' Neptune w/trlr.....	\$3,500
24' Rainbow w/berth.....	2,800
26' Columbia w/berth.....	12,000
26' Ranger.....	14,500
27' Coronado.....	16,900
28' Competition 1000.....	28,000
32' Clipper Marine.....	12,500
41' CT 41.....	80,000

### SELECTED POWER

27' Monterey (Seeno).....	\$13,000
27' Trojan w/berth.....	8,700
26' Chris Craft.....	10,500
27' Concorde, fish'g machine	27,500
28' Fairliner.....	12,500
31' Trojan.....	21,000
36' Hunter.....	25,000
42' Owens.....	27,000

FREEDOM YACHT Dealer/See Our Video Listings

(707) 557-5550

24 FLORIDA STREET, VALLEJO, CA 94590



### FOR TRADE:

Mercedes-Benz,  
Uni-Mog the  
Ultimate 4  
wheel drive  
vehicle. World's  
most versatile  
and rugged  
prime mover.

### WANTED:

OFFSHORE CRUISING SAILBOAT, 36' to 44'

We want to go cruising now and need a boat that is ready to go.

The Uni-Mog is ready and in bristol condition. 420 working hrs. (just break-in), and pampered. Mog goes where the others can't, bringing home higher profits with less maintenance. The 'Swiss Army Knife' of heavy equipment, Uni-Mog mounts almost every conceivable tool.

*This one is equipped as follows:* Back-hoe; Back-fill blade; Scraper box; Rippers; Front loader; 4 wheel drive; 4 wheel diff. lock; 3-way P.T.O.'s; 2 hydraulic power systems, 11 gpm and 27 gpm; Universal equipment mounts, front and rear; transmission with 20 spds forward and 8 spds reverse; plus many more features.

Vehicle roads at 45-55 mph. As equipped, replacement cost would be in excess of \$75,000. This vehicle is in next-to-new condition.

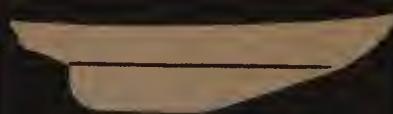
For further information:

Richard & Trude, 114 Roberts Ave., Santa Rosa, CA 95401

(707) 525-9532

## WAYNE MARINE

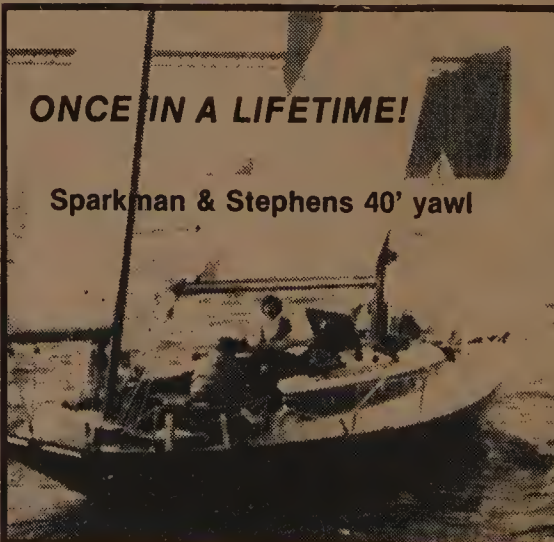
1210 BRICKYARD COVE ROAD  
POINT RICHMOND, CALIF. 94801  
415-237-9602



# CAPE DORY YACHTS

### ONCE IN A LIFETIME!

Sparkman & Stephens 40' yawl



1953, in better  
condition now  
than when built.  
Price reduced from  
120,000 to \$93,500.  
Many More  
Listings!

GENERAL  
YACHTS,  
INC.

1000 Bridgeway,  
Sausalito

(415) 331-1585



## EDGEWATER YACHT SALES, INC.

1306 BRIDGEWAY SAUSALITO, CALIFORNIA 94965  
(415) 332-2060

### SAIL — PARTIAL LIST

18' PACIFIC CAT, with trailer	only \$1,050
21' VENTURE, with trailer	2,500
24' GLADIATOR, full keel	5,300
25' SEXTANT, 20 h.p. inboard	try 7,000
25' LANCER 1975	try 6,500
26' BALBOA, w/trlr, cruise equipped	try 9,000
30' ISLANDER MKII, diesel, wheel, loaded	29,900
30' VEGA Horizon motorsailer	34,000
30' TAHITI KETCH w/diesel	try 18,000
33' MAAS Cruising yawl, diesel	25,000
34' TRUE NORTH cutter, 1980, full cruise	61,000
35' ERICSON MKI full keel, wheel, A-I	try 27,500
35' GARDEN MARINEER KETCH, up to survey	try 36,000
38' DOWNEAST KETCH, loaded	try 60,000
38' STEPHENS FARALLON Clipper	46,000
40' STADEL KETCH, bristol cond., cruise ready	69,000
41' YANKEE CLIPPER KETCH	72,000
41' OUT ISLAND, double cabin	80,000
41' GULFSTAR, center cockpit, might trade	81,000
43' GARDEN KETCH	29,500
65' SAMPSON KETCH	75,000
70' CRUISING Rig, So. Pacific vet.	71,000

### POWER

16' MERCURY Speedboat, classic w/trailer	\$6,600
17' CLASSIC Speedboat, barrel stern w/trailer	3,500
19' CHRIS CAPRI Classic Speedboat	only 8,800
24' CHRIS Cruiser w/V8, outstanding	3,950
24' SEA RAY w/trailer, 20 hrs on engine	only 12,750
42' CLASSIC D.E. Sedan, A-I	try 30,000
47' CLASSIC diesel yacht, bristol	only 35,000
70' CLASSIC diesel yacht, 4 staterooms	try 70,000



## KERMIT PARKER YACHT BROKERAGE

San Rafael Yacht Harbor, 557 Francisco Blvd.  
San Rafael, CA 94901 (415) 456-1860  
— WOOD —

23' Flush deck sloop, cruise rigged	\$ 7,500
24' Cox sloop, cruise equipped, fireplace	11,750
25' Roberts sloop, cold molded, brand new	23,000
25' Vertue sloop, Laurent Giles-design, new rig	2 from 24,000
26' Thunderbird, 9½ h.p. Evinrude, spinnaker	3,500
30' Knarr Sloop	7,500
31' Cruising sloop	21,500
33' L.F. Herreshoff <i>Araminta</i> sloop, rare offering of rare boat	45,000
33' Alden sloop	35,000
36' Ketch w/wheelhouse, dsl, cruise equipt, just back S.Pac.	39,000
36' Alden yawl, totally restored	60,000
36' Angelman ketch, diesel	60,000
40' Concordia Motorsailer, gorgeous	39,500
40' Gauntlet Bermudian Cutter, Fastnet veteran	69,500
42' Wishbone ketch, ferro-cement, Hawaii vet.	55,000
46' Custom Garden ketch, superb	125,000
46' Alden cutter, bristol	48,500

### — FIBERGLASS —

20' "Flicka" sloop, inboard diesel	25,000
21' Clipper sloop	Offers
22' Catalina sloop, Honda OB	6,000
23' Pierson Ensign sloop, very clean	4,750
24' Islander Bahama sloop	7,500
26' Balboa 26 with trailer	2 from 12,500
27' Bandholm Sloop, inboard	Offers
29' Cal 2-29 sloop, ready to cruise, beaut. cond.	32,000
30' Rawson, 1976, diesel	24,950
30' Catalina 30, 1978, wheel steering, very clean	33,000
35' Alberg sloop, diesel	36,000
35' Coronado, well equipped	44,000
39' Freya, kit w/diesel, unfinished	25,000
40' Cheoy Lee Offshore, cruise equipped	85,000

Many Other Listings of Quality Boats Available

## SAN FRANCISCO BAY BOAT BROKERS SAUSALITO, CA (415) 332-8794

22' Falmouth cutter	1979	33,500.00
23' Electra	1961	6,500.00
24' Bristol	1967	10,500.00
24' Islander Bahama	1967	6,000.00
26' Ariel	1965	13,000.00
28' Triton	1963	19,000.00
29' Cai 2-29	1975	31,500.00
30' Cai 3-30	1974	34,500.00
30' O'Day	1976	42,000.00
30' Alberg/Whitby	1968	31,500.00
31' Cheoy Lee Offshore	1967	39,000.00
32' Traveller	1976	72,500.00
34' Cai 34	1968	34,500.00
35' Fantasia	1979	84,000.00
40' Cheoy Lee Midshipman Ketch	1976	100,000.00
45' Fuji 45 MkII ketch	1977	195,000.00

25' Fleur Blue No. 31	1961	9,000.00
29' Auxiliary sloop	1962	15,000.00
35' Roberts 35 Steel Cutter	1982	39,000.00
36' Glimmer Auxiliary Ketch	1979	99,900.00
38' Farallone Clipper	1950	36,500.00
40' Sparkman & Stephens Bermuda Yawl	1953	93,500.00
40' Kettenburg K-40	1961	42,500.00
45' N.Z. Cstm World Cruising Ketch	1974	124,950.00
50' Lapworth/Cheoy Lee Sloop	1962	79,500.00

24' Sea Ray and trailer	1978	22,500.00
24' Reinel	1978	15,500.00
30' Pacemaker Sportfisher	1965	14,500.00
38' Pacemaker Sportfisher	1965	39,995.00
38' Fellows & Stewart dbi cabin cruiser	1931	12,000.00
65' MV (Comm. Fish/Charter) FIC	1978	300,000.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING —  
HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

## PETER JONES YACHT BROKERAGE (415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

40' MARINER KETCH. SatNav, auto, dinghy, Barients, etc., etc.	\$66,500
38' POWER CRUISER '44. 60 hp diesel. Excellent liveaboard	22,500
37' ENDEAVOUR SLOOP '82. New boat in excellent shape	89,500
36' ISLANDER '78. Very clean, Barients, CNG, diesel	74,500
36' HUNTER '80. Yanmar diesel, good gear, very clean	59,900
33' PEARSON 10 METER '76. Exceptional example of sought after sloop	59,500
33' PILOT CUTTER '39. Dsl., Loran, Master Mariners Vet.	37,500
33' I.O.D. '36. For the incurable romantic. Class sails	6,650
33' TARTAN TEN '79. All Barients. Ready to race	32,000
32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast	29,500
32' ARIES '77. Comfortable cruising boat. Diesel, VHF, etc.	45,000
31' TRADEWINDS SLOOP '70. Roomy FG sloop, full headroom, VHF	25,500
30' LANCER '76. Rooy slp., dsl., distress sale	INQUIRE
30' ENGLISH SLOOP '69. Singlehander, vane, Avon, diesel & more	OFFER
30' PEARSON '79. Atomic 4, VHF, clean	32,500
29' CAL 2-29 '74. 8 Barients, race equipped, dsl., VHF	29,900
29' BALTIC CRUISER '61. Danish pocket cruiser, good gear	OFFER
28' PLUS ERICSON '82. Diesel, North sails, combi, like new	OFFER
28' ELDREDGE-McINNIS SLOOP '59. Lots of gear, excellent condition	22,500
28' ISLANDER '77. Race equipped w/halyards back, Volvo dsl & more	OFFER
27' CAL 2-27 '76. Clean class boat from Great Lakes. Extras	26,500
27' SANTANA '67. Race equipped, VHF, Honda o.b.	16,500
27' O'DAY '76. Diesel, RDF, VHF & depth, clean	22,500
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean	22,500
26' COLUMBIA '71. Clean and roomy. Johnson o.b.	12,500
26' ERICSON '67. Very clean Crealock designed sloop	OFFER
25' KIRBY SLOOP '79. Well equipped by Laser designer	17,500
24' GLADIATOR '68. North sails, o.b., original owner	6,800
24' COLUMBIA CHALLENGER '63	6,500
24' NIGHTINGALE '72. By Wylie. 7 sails & outboard, clean	12,000
22' WAYFARER '75. Daysailer with Sausalito berth. Good 1st boat	5,500
22' SANTANA '68. 2 of these popular one designs from	5,500
20' CAL '63. Nice condition, new paint	5,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable bizzare Snafu, please call and list your boat.



# **SKIPPER'S YACHT SALES**

**51 MARINA BLVD.  
PITTSBURG  
(415) 432-8722**

**1535 BUENA VISTA AVE.  
ALAMEDA  
(415) 522-6500**

**#5 HARBOR WAY  
VALLEJO  
(707) 554-2883**

***Our Best Wishes In The Coming Holiday Seasons***

## ***JUST ARRIVED AT OUR DOCKS!***

**THE NEW 345 FAST**  
Designed by Ron Holland.  
Molds and Production Rights  
acquired from Camper Nicholsons  
and built to same high standards.

Available for your inspection  
until January 10th, 1984.  
IOR Displacement: 11.116.66

## ***HERITAGE TRAWLERS***

From 34' to 58'  
Single or Twin Mercedes Benz Diesel  
34-38-42  
do not have generators.  
48-51-58  
Come with Generators.  
All boats completely equipped  
and ready to go!  
Lloyd's Certificate  
available

***Over 270 listings of  
Power and Sail boats to choose from.***

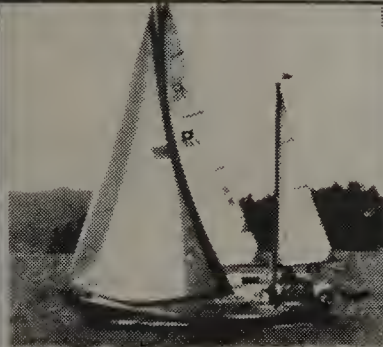
*We will be moving January 1, 1984 to our new location in Village Marina, Alameda, Calif.*



# Cityachts

foot of Laguna St. San Francisco  
415 567-8880

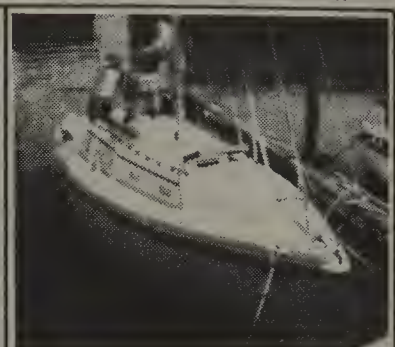
20' CAL	OFFERS
21' ISLANDER	4,600
21' WILDERNESS	15,500
23' MAYA	6,750
23' ERICSON	2 from 7,000
23' BEAR	OFFERS
24' J	14,900
24' NORTHSTAR 727	17,500
24' COL CHALLENGER	6,000
24' SAMOURI	12,500
24' NIGHTINGALE	2 from 14,500
25' DAVIDSON	25,000
25' SANTANA	2 from 12,500
25' PACIFIC CLIPPER	13,000
25' NORTHSTAR 500	16,239.05
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	2 from 15,500
25' CORONADO	2 from 8,500
26' COLUMBIA	12,500
26' RANGER	14,000
27' ERICSON	29,500
27' EXPRESS (CUSTOM)	30,000
27' SANTA CRUZ	2 from 20,000
27' CAL T/2	19,000
27' MULL CUSTOM	2 from 16,000
27' CATALINA	19,500
27' ENGLISH SLOOP	26,000
28' BIG BEAR SLOOP	19,500
28' COLUMBIA	2 from 15,000
28' WYLIE 1/2 TON	27,000
29' HERRESHOFF H-28	19,000
29' RANGER	31,950
29' CAL	3 from 28,500
29' BUCCANEER	36,000
30' CORONADO	32,000
30' TARTAN	37,000
30' MORC SLOOP	45,900
30' ERICSON	27,000
30' ETCHELLES 22	15,500
30' SANTANA	35,000
30' WYLIE 3/4 TON	40,000
30' IRWIN	45,000
30' PEARSON	31,000
30' ALBERG	33,000
30' BURNS 1/2 TON	39,500
30' ISLANDER MKII	3 from 28,000
30' RAWSON	3 from 26,000
30' FARR	39,000
31' PETERSON 1/2 TON	TRADES/OFFERS
31' WHITING DESIGN	18,900
31' CHEOY LEE OFFSHORE	39,000
32' ERICSON	35,500
32' NANTUCKET	46,500
33' CHEOY LEE	52,500
33' SPAULDING SLOOP	17,995
33' TARTAN TEN	2 from 25,000
33' APHRODITE 101	53,000
33' WYLIE	75,000
34' ISLANDER	53,000
34' CHRISTANSON	13,000
34' PETERSON	69,950
35' CORONADO	44,000
35' FUJI KETCH	84,900
36' ISLANDER FREEPORT	132,000
36' J	OFFERS
36' S-2 SLOOP	2 from 70,000
36' ISLANDER	2 from 59,900
36' HUNTER	68,500
36' PILOTHOUSE KETCH	39,000
37' RAFIKI CUTTER	102,000
37' FISHER MKII	125,000
37' BAL TIC	135,000
38' C&C "ENTERTAINER"	77,000
38' FARALLONE CLIPPER	3 from 46,000
39' CAL	2 from 77,000
40' MARINER KETCH	79,500
41' NORLIN	94,000
42' CREALOCK KETCH	145,000
42' DUBOIS	149,000
43' METER R BOAT	29,500
43' SWAN	129,000
45' COLUMBIA MOTORSAILER	109,500
45' DOWNEAST	135,000
45' FUJI	225,000
45' DAVIDSON CUSTOM	235,000
47' VAGABOND KETCH	150,000
47' OLYPMIC KETCH	134,500
50' SANTA CRUZ	200,000
50' GULFSTAR	190,000
56' MOTORCUTTER "LUCIA"	230,000
58' RACING/CRUISER "NATOMA"	270,000
60' MARCONI SLOOP	99,000
75' RON HOLLAND CRUISER	950,000
*SAN FRANCISCO BERTH INCLUDED	



PEARSON 365  
Lots of goodies!



ESPRIT 37  
Delightful



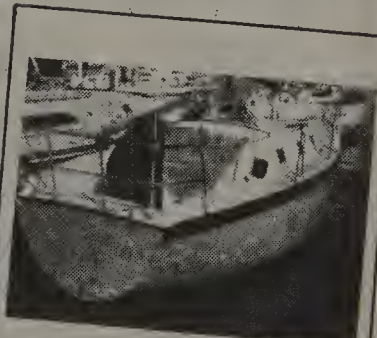
COLUMBIA 28  
Affordable



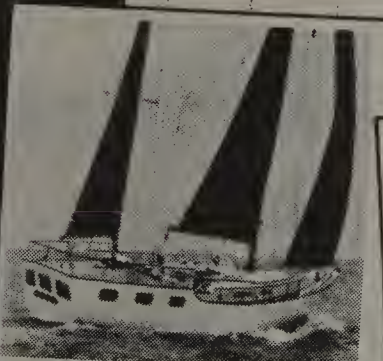
CENTURION 32  
C'est Magnifique



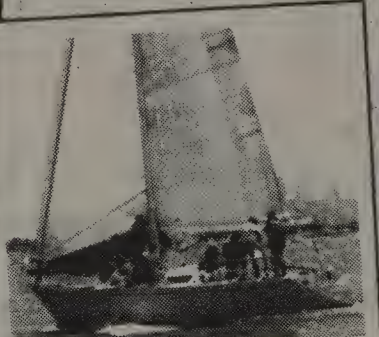
"INCA"  
Picture Perfect



LANCER 28  
World Cruiser?



40' TRINTELLA  
Real Comfy



ROGERS 39  
Totally Awesome



C 9 C 40  
A steal at \$98,950.00

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Pam Eldredge, Hank Easom, Cindy Revel,  
Marcia Corbett, Charlie Corbett, Rollo D. Dog.



# BOB PERRY TALKS ABOUT THE NORDIC

Robert Perry has attained international recognition as one of the world's premier yacht designers. The "performance cruiser" has been made a reality by Perry. His proven designs may be found from Australia to the Caribbean. His boats are veterans of single handed races and countless shorthanded ocean passages. One of Perry's designs was named "Yacht of the Decade", an enviable achievement! Here is what Bob had to say recently about Nordic Yachts:

**Design:** Designer Perry feels that "The Nordics 40 and 44 more than any other of my designs being produced, match my own personal criteria for the ideal combination of performance and comfort. They are the most beautiful yachts we have built to our designs."

**Interior:** Bob states, "It is my opinion that few, if any, builders have the ability to execute an interior comparable to the crew at Nordic, and this includes the European builders. Take a few minutes to look at the joiner work details and I think you will agree."

**Keel:** Bob feels that "Outside ballast is more costly to install but the result is a stiffer boat . . . and there is no substitution for outside ballast where safety is concerned."

**Cockpit:** "The Nordic cockpit is close to ideal. The seat backs are curved and the seat tops follow a changing camber to allow for a flat footing surface at the bridge deck and gradual flaring into very comfortable contoured seats aft. Seat lockers are huge and the T-shape allows for an immense wheel."

**Deck:** "The design objectives were efficiency, convenience, safety and beauty. And she shows it."

**Quality:** Once again the designer states that "the boat was an exciting boat to design. Sailing trials have proven it to be a winner. This is always a pleasure when you are dealing with a predictable and proud builder, a builder who doesn't take a back seat to anyone when it comes to quality and execution."

Mr. Perry has designed many boats and is justly proud of them all but he chose Nordic Yachts to build his personal yacht.



**YOU DON'T HAVE TO SEARCH THE WORLD FOR QUALITY.  
YOU CAN FIND IT RIGHT HERE IN AMERICA.**

*Cityyachts*

Foot of Laguna Street  
San Francisco, California 94123

(415) 567-8880

Dealers for:  
**NORDIC 40 and 44  
and  
BALTIC 37 thru 80**